

A G E N D A

NATURAL RESOURCES ITEMS FOR

TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources - July 28, 2004 - 3:30 P.M.
State Administrative Board Meeting - August 3, 2004 - 11:00 A.M.

MINERAL LEASES

1. OIL AND GAS LEASE AUCTION HELD JUNE 10, 2004: 31,873.56 acres of State-owned minerals were offered for lease. Upon approval, 22,304.11 acres bid in will be leased between 18 counties of which 15,539.10 acres are classified as development and 6,765.01 are nondevelopment.

Terms: Five years with two one-year options to extend, 1/6 royalty. Bonus of \$421,442.00 and rental of \$58,626.64, collected at auction. Total revenue \$480,068.64.

2. ONE DIRECT OIL AND GAS LEASE - NONDEVELOPMENT: Hilden Oil Company, Inc., of Brooklyn, Michigan, 20.00 acres, more or less, of Department of Natural Resources State-owned minerals located in Section 3, T25N, R10W, Paradise Township, Grand Traverse County.

Terms: One-year term, no extensions, 3/16 royalty, \$800.00 bonus consideration (40.00 per acre), and a \$2.00 per acre annual rental.

3. ONE DIRECT OIL AND GAS LEASE - DEVELOPMENT: MP Michigan LLC, of Dallas, Texas, 40.24 acres, more or less, of Department of Natural Resources State-owned minerals located in Section 11, T27N, R07W, Kalkaska Township, Kalkaska County.

Terms: Three-year term, no extensions, 3/16 royalty, \$3,280.00 bonus consideration (\$80.00 per acre), and a \$2.00 per acre annual rental.

4. ONE DIRECT OIL AND GAS LEASE - DEVELOPMENT: MP Michigan LLC, of Dallas, Texas, 10 acres more or less of Department of Natural Resources State-owned minerals in Section 2, T27N, R07W, Kalkaska Township, Kalkaska County.

Terms: Three-year term, no extensions, 3/16 royalty, \$400.00 bonus consideration (\$40.00 per acre), and a \$2.00 per acre annual rental.

Item one was approved by the Director of the Department of Natural Resources on July 9, 2004. Items 2 through 4 were approved by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources on July 6, 2004. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources

By: _____
Mary Uptigrove, Acting Manager
Mineral and Land Management Section
Forest, Mineral and Fire Management

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 28, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM

State Administrative Board Meeting: August 3, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

SUBCONTRACTS

- Michigan Paving & Materials Co. Paving & Pavement Marking \$101,521.12**
P.O. Box 1134
Jackson, Michigan 49204

Approval is requested to authorize the Hillsdale County Road Commission to award a one-time subcontract to furnish labor, equipment, material, traffic control, and pavement markings required to place asphalt on the section of M-49 in Hillsdale County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This contract provides for the placement of asphalt on the section of M-49 in Hillsdale County.

Benefit: The contract provides for safer highways for the travel motorists. It also helps to reduce the winter maintenance costs.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: A one-year contract with a fixed amount.

Risk Assessment: The road surfaces in these areas are deteriorating. If duties are not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49204.

CONTRACTS

2. *ATTORNEY GENERAL - AG Accident Investigation Services

Contract (2004-0408) between MDOT and Joseph A. Young & Associates, Inc., will provide for Mr. William Swartz to provide investigative and analytical services to assist the Department of Attorney General, Transportation, Highway Negligence Division, in support of the defense of civil litigation arising from death and injury caused by automobile crashes on Michigan highways. The services will be assigned and overseen by an MDOT project manager. The contract will be in effect from the date of award through one year. The maximum amount of the contract will be \$47,630. Source of Funds: 100 % State Restricted Trunkline Funds.

Purpose/Business Case: Joseph A. Young & Associates will provide two separate and discrete services: (1) investigative and analytical services in support of the defense of civil litigation arising from death and injury caused by automobile crashes. These services include reviews of notices of intent to sue and police accident reports and analysis of fatal crash data to assess potential theories of liability and areas of further investigation; and (2) access to fourteen different databases useful in locating and identifying automobile and truck owners and their insurers, where they can be located, and their collectibility. This service will be supplemented by Mr. Swartz's knowledge of and familiarity with these databases, which contain information on where to obtain the identities of automobile owners and/or drivers, their employment, and other financial information.

Benefit: MDOT will gain the knowledge and experience of Joseph A. Young & Associates, particularly those of Mr. Swartz, the former Chief of Investigations of the Highway Negligence Division, for the review and analysis of crash reports and notice of intent to sue documents. Mr. Swartz established the Early Site Investigation (ESI) program and will provide professional investigative and technical advice on how to maintain and further develop that program to meet the evolving criteria for MDOT's potential liability. Joseph A. Young & Associates will also provide MDOT with access to a number of databases, in addition to state or other governmental-owned databases that allow tracking of individuals, their whereabouts, property ownership, and employment status. Mr. Swartz will show MDOT employees how to use these databases to locate persons and their financial assets.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This will be a one-year contract. Joseph A. Young & Associates will bill MDOT for the crash investigation and analysis services on an hourly basis. The hourly rate will be \$45 per hour. MDOT will utilize these services for 16 to 20 hours per week, for up to 840 hours during the term of the contract. This hourly rate is inclusive of Joseph A. Young & Associates labor, equipment, overhead, and profit. The only additional charges to MDOT will be out-of-pocket expenses incurred in the course of the work, up to a maximum amount of \$6080, as supported by proper receipts, and charges on a per use basis for database searches. Each database search has an established charge. The database searches will be billed on an as-used basis. The searches will be performed by Highway Negligence Division employees, not Joseph A. Young & Associates employees. Highway Negligence Division anticipates the need for database searches in 75 cases a year. An average case would require database search expenses of \$40 to \$50 per case. Highway Negligence Division, not Joseph A. Young & Associates, will determine what database searches are necessary, and when. The annual cost of the database searches is estimated at \$3,000 to \$3,750.

Risk Assessment: There are several risks if these services are not performed. If someone with Mr. Swartz's knowledge and experience does not review and analyze the notices, the fatal crash reports, and the ESI reports, some significant fact or condition relative to the roadway may be overlooked and not preserved in photograph, through measurement, or otherwise. This failure could jeopardize our legal position in a subsequent lawsuit at a cost of tens of thousands of dollars or more. If Highway Negligence Division does not utilize the databases Joseph A. Young & Associates will provide, it is likely that MDOT will be unable to identify, locate, and determine the collectibility of the motorists responsible for damage to MDOT guardrail, signs, and other structures. The State Auditor General has already chided MDOT for not aggressively pursuing damage claims against all errant drivers and/or their insurance companies.

Cost Reduction: Costs in professional services contracts are negotiated with a not-to-exceed maximum. Services are assigned by an MDOT Project Manager in order to best utilize and maximize the services in the areas most needed. The database searches will help MDOT identify collectible persons, making any subsequent litigation more cost effective.

New Project Identification: This is a new project.

Zip Code: 48933.

* Denotes a non-standard contract/amendment

3. *EXECUTIVE (Office of Economic Development and Enhancement) - SIB Loan

Contract (2004-0418) between MDOT and the Marquette County Transit Authority is a state infrastructure bank (SIB) loan to assist the Authority in the completion of the Marquette County Transit Facility. Delay in the receipt of federal earmarked funds due to the late reauthorization of the federal surface transportation programs has created a gap between anticipated payment commitments and cash on hand to meet them. MDOT will loan \$1,700,000 to the Marquette County Transit Authority at 3 percent interest. The Authority will repay MDOT the entire amount within three years from the date of contract award. The contract will be in effect from the date of award through three years. Source of Funds: State Infrastructure Bank Loan Funds - \$1,700,000.

Purpose/Business Case: This contract will provide a state infrastructure bank loan to the Marquette County Transit Authority to assist in the completion of the Marquette County Transit Facility. Delay in the receipt of federal earmarked funds due to the late reauthorization of the federal surface transportation programs has created a gap between anticipated payment commitments and cash on hand to meet them.

Benefit: The facility will provide adequate space for administration, operation, and maintenance activities to allow for more efficient service and operations.

Funding Source: State Infrastructure Bank Loan Funds - \$1,700,000.

Commitment Level: The contract is for a fixed amount.

Risk Assessment: If the Marquette County Transit Authority does not receive the loan, it will be forced to seek interim funding from a commercial bank at a much higher rate of interest.

Cost Reduction: The loan only covers costs not available from other sources.

New Project Identification: The loan provides for assistance in completing a new facility.

Zip Code: 49855.

4. HIGHWAYS (Real Estate) - Resolution "A" (Direct Sale to Local Municipality)

Tract 488, Control Section 63192, Parcel 1832-1834, Part A, 1844, Part A

The subject tract is located in the township of Commerce, Oakland County, Michigan, and contains approximately 28.05 acres. Two appraisals were completed on the property. The first appraisal was completed by Robert Scherer, Vice President, Colliers International, on January 21, 2004, for the amount of \$3,600,000. The second appraisal was completed by Gerry Lacey, Staff Appraiser, Metro Region, on January 12, 2004, for the amount of \$3,700,000. Both appraisals were reviewed by Donald J. Suchocki, Staff Appraiser, Metro Region, on April 2, 2004, and he valued the property at \$3,600,000. The appraised tract was approved for sale by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on May 24, 2004, for the amount of \$3,600,000. The subject tract is being conveyed with a 10-year reversionary clause restricting the property to a public use. The Commerce Township Downtown Development Authority has submitted an "Application to Purchase and Agreement of Sale" and a check in the amount of \$720,000, which represents a 20 percent bid deposit. This property has been declared excess by the Bureau of Highways – Development.

\$3,600,000

Purpose/Business Case: MDOT disposes of excess property rights in order to return revenue funds to the state.

Benefit: The sale of excess property rights generates revenue to the state and returns property to local tax rolls.

Funding Source: The sale of excess property rights is revenue producing.

Commitment Level: Excess property rights are appraised at fair market value or a standard processing fee.

* Denotes a non-standard contract/amendment

Risk Assessment: Disposal of excess property rights reduces property liability risks to the state. If excess property rights are not sold, the amount of revenue brought to the state is reduced.

Cost Reduction: The state does not accept less than fair market value or the standard processing fee.

New Project Identification: N/A.

Zip Code: 48390.

5. HIGHWAYS (Real Estate) - Resolution "B" (Railroad Property Exchange)
Sale R-008-F, Control Section 8302G3, Parcel 642B, Item 1

The subject tract is located in the city of Cadillac, Wexford County, Michigan and contains approximately 13 square feet. The property to be acquired is located in the city of Cadillac, Wexford County, Michigan. The easement contains approximately 600 square feet. The subject property that MDOT is conveying will be used by the City of Cadillac as part of its bike path. MDOT is acquiring an easement from the City of Cadillac for railroad signalization. Both parcels are of nominal value, and the transaction was approved for exchange by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on July 12, 2004, for mutual benefits. This property has been declared excess by the Multi-Modal Transportation Services Bureau.

Purpose/Business Care: The purpose of railroad property sale or exchange contracts is to dispose of state-owned railroad property by sale to state agencies, local units of government, or private parties. The sale or exchange of railroad property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A. Revenue generating.

Commitment Level: Railroad property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

Risk Assessment: If railroad property is not sold or exchanged, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

New Project Identification: N/A.

Zip Code: 49601.

6. HIGHWAYS (Real Estate) - Resolution "C" (Railroad Easement)
Sale RR-009-E, Control Section 380014, Parcel 12A, Item 1

The subject tract is located in the township of Blackman, Jackson County, Michigan, and contains approximately 0.188 acres. An easement was requested by the Michigan Department of Corrections for a new water main loop for its Southern Michigan Prison Complex. The appraisal process was waived because the easement is being granted to a governmental agency for a public purpose. The easement was approved by Patrick Scarlett, Excess Property Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on July 13, 2004. This property has been declared excess by the Bureau of Transportation Planning.

Purpose/Business Care: The purpose of granting an easement on railroad property is to allow state agencies, local units of government, or private parties the use of our property while we maintain the integrity of the railroad corridor by retaining the fee ownership. MDOT may charge a processing fee to offset costs associated with granting such easements.

Benefit: MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments, and/or other property concerns.

Funding Source: N/A. Revenue-generating.

Commitment Level: Easements are processed for a fee established by an MDOT process team. The fees for state agencies and local units of government may be waived if the property is used for a transportation purpose.

Risk Assessment: Easements are utilized in those situations in which MDOT would like to retain fee ownership while addressing a specific real estate need.

Cost Reduction: The state does not accept less than fair market value.

New Project Identification: N/A.

Zip Code: 49201.

7. ***HIGHWAYS – Increase IDS Contract Amount**

Retroactive Amendatory Contract (2000-0317/A5) between MDOT and Superior Environmental Corporation will retroactively increase the IDS contract maximum amount by \$50,000 in order to cover the costs of the emergency removals of three underground storage tanks. The removal work was authorized and performed prior to contract expiration, as the new low bid IDS contracts were not yet in place. The original contract provided for statewide underground storage tank and contaminated soil removal to be performed on an as needed/when needed basis. No new work will be authorized under this expired contract. The contract term remains unchanged, May 16, 2000, through June 30, 2004. The revised maximum contract amount will be \$300,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This amendment is needed to cover the emergency removal of three unregistered underground storage tanks because the cumulative amount of all underground storage tanks authorized under this IDS contract (22 authorizations) exceeded the total contract amount, but there was no other IDS contract available for the emergency removals. The new low bid contracts were not yet in place; therefore they were not available to use for these removals. MDOT frequently discovers underground gasoline and diesel fuel storage tanks during road and bridge construction. The tanks are located within MDOT right-of-way and have been buried for many years. Under 1994 PA 451, as amended, Part 211, the Underground Storage Tank (UST) Regulations, the owner of the property on which a UST is located is the owner of the UST and is responsible for registering it with the MDEQ Storage Tank Division (STD) and closing it properly. Once a UST is found, MDOT must mitigate the risks to the environment, as determined by MDEQ, which results in the immediate removal of the tank.

Benefit: This contract provides a fast, cost effective way to remove USTs that are encountered during construction projects, bringing MDOT into compliance with MDEQ regulations. Increasing the maximum contract amount allows us to cover authorizations already issued for emergency removals.

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: All costs are fixed by the low bids that establish the contract.

Risk Assessment: The work was authorized immediately because when an abandoned UST is encountered on a construction project, all work at that location is suspended until the tank is removed, which causes MDOT cost overruns. MDOT will also be fined by MDEQ if the unknown risk to the environment caused by the UST is not mitigated immediately upon discovery. Construction delays and MDEQ fines will occur if there is not a UST removal contract already in place when a UST is discovered so that an authorization can be issued the same day. The risk of not increasing the amount of this IDS contract is that the consultant will not get paid for emergency services rendered immediately at MDOT's request.

Cost Reduction: This cost is previously determined by one low bid process prior to the initiation of the original IDS contract.

New Project Identification: The removal of each underground storage tank is a new removal.

Zip Code: 49606.

8. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2000-0973/A3) between MDOT and CH2M Hill Michigan, Inc., will add services for the facilitation of twelve additional sessions between MDOT, the FHWA, and local units of government to reach consensus on the selection of an additional alternative at the intersection of I-94 and US-127/M-50; will add services for the preparation of a hydraulic analysis for the structure carrying I-94 over the Grand River (R01 of 38101), the preparation of additional illustrative alternatives, and the preparation of all additional practical alternatives developed during the discussions, including cost estimates, operational analyses, and construction phase analyses; will increase the contract amount by \$258,335.92; and will extend the contract term by one year. The original contract provides for the early preliminary engineering of I-94 from M-60 to Sargent Road, Jackson County (CS 38101 - JN 53495). The revised contract term will be November 17, 2000, through December 31, 2005. The revised total contract amount will be \$4,331,935.10. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To provide for the facilitation of additional sessions between MDOT, the FHWA, and local units of government to come to consensus on one additional alternative for the I-94/US-127/M-50 interchange, to increase the contract amount accordingly, and to extend the contract term to allow sufficient time for the additional services to be completed..

Benefit: MDOT and local units of government have been unable to come to a consensus on the selection of alternatives at this interchange. Without this consensus, the FHWA will not approve the final environmental impact statement for the I-94 Jackson Freeway Modernization study

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: MDOT has publicly made the commitment to add an alternative to the study. Without moving forward with this commitment, MDOT runs the risk of not getting environmental clearance for this study. Without environmental clearance, MDOT cannot move forward with reconstruction improvements along the I-94 corridor in Jackson.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49202.

9. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z9/R5) under Contract (2001-0416) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will add services to the initial authorization to provide for the additional time needed for material testing and additional meetings for work to be performed on US-12 from Division Street to Currier Street, Village of Clinton, Lenawee County (CS 46101 - JN 58246A) and will increase the authorization amount by \$47,805.84. The original authorization (Z9) provides for the inspection of cold milling and hot mix asphalt resurfacing, streetscaping and watermain improvements for a total cost of \$164,373.32. The term of the authorization remains unchanged, April 17, 2003, through June 7, 2005. The revised authorization amount will be \$212,179.16. The contract term is June 8, 2001 through June 7, 2005. Source of Funds: 58% Federal Highway Administration Funds, 25% State Restricted Trunkline Funds, and 17% Village of Clinton Funds.

Purpose/Business Case: Recent changes in the scope of work have resulted in extra hours needed for construction engineering services. The changes include the additional time necessary for the consultant to oversee the construction due to the removal and replacement of asphalt as a result of failed performance measurements. The contractor is expected to remove and replace the material this summer. A consultant contract to administer and inspect MDOT construction projects is needed to ensure the project is constructed in accordance with MDOT's construction specifications and standards. US-12 is in need of rehabilitation due to severe and continuing pavement failure. The cost of maintenance of this segment of US-12 has continuously exceeded the annual budget over the past 5 years. We have coordinated this project with the village of Clinton. The Village has applied and received an enhancement grant to fund streetscape work within our project limits.

Benefit: Improved driving surface and significant safety improvements for the motoring public.

Funding Source: 58% Federal Highway Administration Funds, 25% State Restricted Funds, and 17% Village of Clinton Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Roadway is in need of pavement rehabilitation. Safety upgrades need to be brought up to current federal and state standards.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Partial. This is a rehabilitation of 0.30 miles of existing roadway with 17% new streetscaping funded by the Village of Clinton.

Zip Code: 49236.

10. HIGHWAYS - IDS Design Consulting Services

Authorization (Z15) under Contract (2002-0164) between MDOT and Williams and Works will provide for rehabilitation design of US-2 from Bessemer Road to Eddy Street in Gogebic County (CS 27021 - JN 48344C). The work items include preparing required plans, details, specifications required for the design and construction, computing and verifying all plan quantities, cold milling and joint repairs on the traveled lanes, base crushing and shaping on shoulders, approach work, and guardrail upgrades. This authorization will be in effect from the date of award through May 24, 2005. The authorization amount will be \$168,526.37. The contract term is May 24, 2002, through May 24, 2005. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Rehabilitation of roadway to provide a better driving surface for the traveling public.

Benefit: To improve the pavement ride quality, condition, and safety of the roadway. This project will also reduce the long-term maintenance costs for this area.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Based on the current condition of the roadway, the rehabilitation is necessary to ensure ride quality and safety to the traveling public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new project.

Zip Code: 49947.

11. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0193/A1) between MDOT and Tetra Tech MPS will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z22), for which extra time is needed due to design changes requested by the City of Detroit. (See following item.) The original contract provides for engineering consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be January 9, 2002, through January 9, 2006. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Purpose/Business Case: This time extension will allow for various engineering services for ongoing projects authorized under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

Benefit: The benefit of this time extension is that authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time. Rushing projects through the design engineering completion process, for example, would result in reduced quality and an incomplete product due to the limited time remaining.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49606.

12. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z22/R2) under Contract (2002-0193) between MDOT and Tetra Tech MPS will extend the authorization term by one year. The current expiration date of this authorization does not allow sufficient time for the consultant to complete design changes requested by the City of Detroit. The original authorization (Z22) provides for the design of M-3 from Randolph to I-94, which includes resurfacing, concrete pavement joint repairs, curb, gutter and sidewalk replacement, parking lane reconstruction, sign upgrades, sewer cleaning and video taping, and aerial photos in the city of Detroit, Wayne County (CS 82072 - JN 75185C). The revised authorization term will be October 3, 2003, through January 9, 2006. The revised contract term (see previous item) will be January 9, 2002, through January 9, 2006. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Purpose/Business Case: This revision will extend the authorization term by one year. The current expiration date of this authorization does not allow sufficient time for the consultant to complete design changes requested by the City of Detroit. The original authorization (Z22) provides for the design of M-3 from Randolph to I-94, which includes resurfacing, concrete pavement joint repairs, curb, gutter, and sidewalk replacement, parking lane reconstruction, sign upgrades, sewer cleaning and video taping, and aerial photos in the city of Detroit, Wayne County (CS 82072 - JN 75185C).

Benefit: This project is part of the Preserve First program. The primary benefit is to improve the pavement ride, condition, and safety of the roadway. This project will also reduce the long-term maintenance costs for this area.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

* Denotes a non-standard contract/amendment

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of this authorization does not allow sufficient time for the consultant to complete design changes requested by the City of Detroit. Failure to extend the expiration date will necessitate that the consultant stop assembling the final project deliverables prior to the task completion. If this occurs, the consultant would be unable to provide MDOT with final deliverables for this project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This project is for the reconstruction of an existing roadway.

Zip Code: 48213.

13. HIGHWAYS - IDS Time Extension

Amendatory Contract (2002-0214/A1) between MDOT and Capital Consultants, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z13 and Z14) for which extra time is needed to provide for additional design services on sewer cleaning and televising for proposed storm sewer upgrades on M-99 from Steamburg to Bacon, in the city of Hillsdale, Hillsdale County. (See following items.) The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be January 29, 2002, through January 29, 2006. The maximum dollar amount of the contract remains unchanged at \$3,000,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

Purpose/Business Case: This amendment will provide sufficient time for the consultant to complete ongoing projects.

Benefit: The authorizations are for design consultant services to be performed on an as needed/when needed basis

Funding Source: Federal, Restricted State, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The current expiration date of the authorizations may cause services to end prematurely creating a support problem with the projects.

Cost Reduction: There is no cost associated with this request.

New Project Identification: This is not a new project.

Zip Code: 49606.

14. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z13/R2) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will extend the authorization term by one year and increase the authorization amount by \$3,737.06 to provide for additional design services on sewer cleaning and televising for proposed storm sewer upgrades on M-99 from Bacon Street to 700 feet north of Fayette Street, city of Hillsdale, Hillsdale County (CS 30032 - JN 75182C). The original authorization (Z13) provides for all work related to performing design surveys including providing the legal alignment for M-99 as needed to acquire right-of-way for the reconstruction and rehabilitation of M-99 for a total cost of \$330,420.30. The revised authorization term will be September 2, 2003, through January 29, 2006. The revised authorization amount will be \$334,157.36. The contract term will be January 29, 2002, through January 29, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Sewer cleaning and televising for proposed storm sewer upgrade.

Benefit: Televising the existing storm sewer system will provide the design consultant with tangible information on the condition of the system. The consultant can utilize this information to make decisions when determining the extent of the proposed storm sewer system. It is the intent of this project to use portions of the existing sewer system if it is determined that capacity will be adequate. In addition, televising the existing storm sewer will identify areas of the system that include blind taps. The design consultant can then determine the proper method of dealing with these areas.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the existing condition of the storm sewer system is not determined, the consultant will be required to assume that the entire system is inadequate and will need to be replaced. Additionally, blind taps that are encountered during the construction phase of a project can increase costs and adversely affect the construction schedule.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49242.

15. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z14/R2) under Contract (2002-0214) between MDOT and Capital Consultants, Inc., will extend the authorization term by one year and will increase the authorization amount by \$8,029.61 to provide for additional design services on sewer cleaning and televising for proposed storm sewer upgrades on M-99 from 650 feet south of Steamburg Road to Bacon Street, city of Hillsdale, Hillsdale County (CS 30032 - JN 75210C). The original authorization (Z14) provides for all work related to performing design surveys including providing the legal alignment for M-99 as needed to acquire right-of-way for the reconstruction and rehabilitation of M-99 for a total cost of \$163,990.56. The revised authorization term will be September 2, 2003, through January 29, 2006. The revised authorization amount will be \$172,020.17. The contract term will be January 29, 2002, through January 29, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: Sewer cleaning and televising for proposed storm sewer upgrade.

Benefit: Televising the existing storm sewer system will provide the design consultant with tangible information on the condition of the system. The consultant can utilize this information to make decisions when determining the extent of the proposed storm sewer system. It is the intent of this project to use portions of the existing sewer system if it is determined that capacity will be adequate. In addition, televising the existing storm sewer will identify areas of the system that include blind taps. The design consultant can then determine the proper method of dealing with these areas.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the existing condition of the storm sewer system is not determined, the consultant will be required to assume that the entire system is inadequate and will need to be replaced. Additionally, blind taps that are encountered during the construction phase of a project can increase costs and adversely affect the construction schedule.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 49242.

16. HIGHWAYS - Decrease Scope and Amount

Amendatory Contract (2002-0330/A1) between MDOT and CH2M Hill Michigan, Inc., will add a hydraulic analysis, a noise study, and a change in noise wall design plans, including additional geotechnical services which will decrease the contract amount by \$28.87. The original contract provides for the design of I-75 and M-59, South Boulevard to Featherstone Road in the county of Oakland. The work items of this contract include the recommended preliminary design as outlined in the EPE/Feasibility Study completed in March of 2001, including a drainage study, wetland mitigation plans, traffic signal plans, permanent signing plans, performing design surveys, and details and specifications required for design and construction. The contract term remains unchanged July 3, 2002, through August 28, 2006. The revised total contract amount will be \$7,379,388.78. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Purpose/Business Case: The amendment is to reduce the contract amount and modify the final design plans. Changes have been made to the location of the noise wall, necessitating this contract modification.

Benefit: MDOT will provide a quality project that meets the needs of the community and safety of the traveling public.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this contract will be an inadequate design and final product. The additional studies and noise wall work are needed to satisfy commitments made by MDOT.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48326.

17. HIGHWAYS - University Research Services

Authorization (Z5) under Contract (2002-0546) between MDOT and Wayne State University will provide for research services that focus on signalized intersections, midblock sections, and ~~selected~~ ^{selected} ~~trunkline~~ ^{trunkline} ~~sections~~ ^{sections} ~~in the Metro Detroit area~~ ^{in the Metro Detroit area} for the purpose of preventing or reducing the severity of future traffic accidents. The authorization will be in effect from the date of award through one year. The authorization amount will be \$120,014. The contract term is from September 12, 2003, through September 12, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The research study deals with the evaluation of safety improvement to projects on urban arterials/expressways through the use of crash reduction factors.

Benefit: Development of alternatives to reduce crashes on urban arterials/expressways.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not having alternatives for reducing crashes in urban arterials/expressways because the majority of the state trunklines consist of limited access freeways, boulevards, and 3- or 5-lane highways.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new research project.

Zip Code: 48201.

18. HIGHWAYS - IDS Design Consultant Services

Authorization (Z11) under Contract (2002-0686) between MDOT and HH Engineering, Limited, will provide for design of the bridge rehabilitation of (S11) on I-75 under Sibley Road in Brownstown Township, Wayne County (CS 82191 - JN 79175C). The work items include design for the deck replacement, widening, painting, approach work, and the maintenance of traffic. This authorization will be in effect from the date of award through September 20, 2005. The authorization amount will be \$258,065. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for design of the bridge rehabilitation of (S11) on I-75 under Sibley Road in Brownstown Township, Wayne County (CS 82191 - JN 79175C). The work items include design for the deck replacement, widening, painting, approach work, and the maintenance of traffic. This structure is showing advanced deck deterioration and is causing serious congestion in the area due to its narrowness. This work would widen the structure, eliminating these deficiencies and assisting in bringing Michigan's infrastructure up to the target level of quality on schedule.

Benefit: This authorization will provide for the safety improvement of the bridge. If allowed further deterioration, public safety could be threatened.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing the design work and delaying any action on the bridge rehabilitation could jeopardize structural integrity. Current geometrics are not up to standard, impacting highway safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is the rehabilitation of an existing bridge.

Zip Code: 48187.

19. HIGHWAYS - IDS Design Consultant Services

Authorization (Z12) under Contract (2002-0686) between MDOT and HH Engineering, Limited, will provide for design of the single span bridge rehabilitation of (B01) on M-153 (Ford Road) over Fellows Creek in Canton Township, Wayne County (CS 82081 - JN 77973C). The work items include design and hydraulic survey, geotechnical investigation, hydraulic and scour analysis, preparation of permanent pavement markings, construction staging, road approach and bridge plans, and maintenance of traffic. This authorization will be in effect from the date of award through September 20, 2005. The authorization amount will be \$172,500. The contract term is September 20, 2002, through September 20, 2005. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This authorization will provide for design of the single span bridge rehabilitation of (B01) on M-153 (Ford Road) over Fellows Creek in Canton Township, Wayne County (CS 82081 - JN 77973C). The work items include design and hydraulic survey, geotechnical investigation, hydraulic and scour analysis, preparation of permanent pavement markings, construction staging, road approach and bridge plans, and maintenance of traffic. This structure is showing advanced deterioration in its substructure and beams. The structural integrity is being compromised by scour. This work would replace the structure, eliminating these deficiencies and assisting in bringing Michigan's infrastructure up to the target level of quality on schedule.

Benefit: This authorization will provide for the safety improvement of the bridge. If allowed further deterioration, public safety could be threatened.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not authorizing the design work and delaying any action on the bridge rehabilitation could jeopardize structural integrity. Current geometrics are not up to standard, impacting highway safety.

* Denotes a non-standard contract/amendment

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is the rehabilitation of an existing bridge.

Zip Code: 48187.

20. HIGHWAYS - IDS University LTAP Services

Authorization (Z1) under Contract (2003-0062) between MDOT and Michigan Technological University (MTU) will provide for the continuation of the administrative functions of the Local Technical Assistance Program (LTAP), which is mandated by the Federal Highway Administration (FHWA). The authorization will be in effect from the date of award through September 30, 2005. The authorization amount will be \$368,000. The contract term is May 3, 2004, through May 3, 2009. Source of Funds: Federal, State Restricted Trunkline, or MTU Funds, depending on the particular project authorized.

Purpose/Business Case: Michigan's LTAP program provides for transfers of transportation technology and training to local agencies such as counties, cities, and villages. This activity is required by FHWA regulations.

Benefit: Benefits include improvements in local agency processes, use of better methods and materials for construction, and staff training in the latest technology for management of the transportation infrastructure.

Funding Source: Federal, State Restricted Trunkline, or MTU Funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not awarded, MDOT will not be in compliance with FHWA regulations and the local agencies will not receive the benefits of new technology and training.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: Continuation of an existing program.

Zip Code: 49931.

21. HIGHWAYS - IDS Design Consultant Services

Authorization Revision (Z3/R1) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for additional design services including ramp extensions, ramp widening; bridge work, including pin and hanger replacement, joint replacement, deck patching, zone painting, and substructure repair work; and will increase the authorization amount by \$117,910.42. The original authorization (Z3) provides for the design of I-96, from east of 16th Avenue east to east of Bristol Avenue in Wright and Tallmadge Townships and the city of Walker, in Ottawa and Kent Counties (CS 41026 - JN 53377C) for a total cost of \$735,047.19. The term of the authorization remains unchanged, February 20, 2004, through April 10, 2006. The revised authorization amount will be \$852,957.61. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 100% State Restricted Trunkline Funds

Purpose/Business Case: Additional certified preventative maintenance work for Walker Avenue Bridge over I-96 (SO2 of 40126). This work will include pin and hanger replacement, joint replacement, deck patching, zone painting, and substructure repair. Extension of the westbound off-ramp and eastbound on-ramp at the Walker Avenue interchange, widening the westbound off-ramp at the Walker Avenue interchange for a second left-turn lane, paving rehabilitation at the Walker rest area on eastbound I-96, and lengthening the on/off-ramps at the Walker rest area will also be added.

Benefit: Will improve the structure rating and extending the life of the structure. Extending the westbound off-ramp and eastbound on-ramp at the Walker Avenue interchange will improve traffic flow at this intersection. This work will also provide safety improvements.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: If this project is not approved, the existing structure condition will continue to deteriorate. This continued deterioration could result in decreased safety and increased user delay. The extension of the on/off-ramps will improve safety and traffic flow.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project. This project is a major pavement rehabilitation project on existing alignment.

Zip Code: 49544.

22. HIGHWAYS - IDS Design Consultant Services

Authorization (Z16) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for bridge rehabilitation on Martin Luther King, Jr. Avenue over M-10 (CS 82191 - JN 77978D) in the city of Detroit, Wayne County. The work items include a complete design for superstructure replacement, pier cap replacement, raising, beam end repair, painting, and maintaining traffic. This authorization will be in effect from the date of award through April 10, 2006. The authorization amount will be \$240,176.43. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This structure has advanced deterioration in the concrete deck. This work would repair these deficiencies and assist in bringing Michigan's infrastructure up to the target level of quality on schedule.

Benefit: Safety for the motoring public and optimizing the quality of our infrastructure. Timely rehabilitation is more economical, as work could cost much more in the future. This will integrate the structure in local governmental plans and projections.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Further deterioration could jeopardize structural integrity. Current geometrics are not up to standard, impacting highway safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48201.

23. HIGHWAYS - IDS Design Consultant Services

Authorization (Z17) under Contract (2003-0191) between MDOT and Alfred Benesch & Company will provide for bridge rehabilitation on M-1 (Woodward) over I-75, S25 of 82195, and Cass Street over I-75 (S23 of 82195) in the City of Detroit, Wayne County (CS 82195 - JN 79177D). The work items include a complete design for deck replacement, raising, substructure rehabilitation, and maintaining traffic. The authorization term will be in effect from the date of award through April 10, 2006. The authorization amount will be \$367,045.34. The contract term is April 10, 2003, through April 10, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: These structures have advanced deterioration in the concrete deck. This work would repair these deficiencies and assist in bringing Michigan's infrastructure up to the target level of quality on schedule.

Benefit: Safety for the motoring public and optimizing the quality of our infrastructure. Timely rehabilitation is more economical, as work could cost much more in the future. This will integrate the structure in local governmental plans and projections.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: Further deterioration could jeopardize structural integrity. Current geometrics are not up to standard, impacting highway safety.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48201.

24. HIGHWAYS - IDS Design Consultant Services

Authorization (Z12) under Contract (2003-0201) between MDOT and CH2M Hill Michigan, Inc., will provide for bridge rehabilitation design on M-29 over Crepeau Drain in New Baltimore, Macomb County (CS 50072 - JN 78440D). The work items include preparing a structure study and preliminary and final structure plans; a field survey including conducting a structures and hydraulics survey and analysis. This authorization will be in effect from the date of award through April 14, 2006. The authorization amount will be \$167,767.69. The contract term is April 14, 2003, through April 14, 2006. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: The work needed on this bridge deck is the result of increasing traffic volumes and poor bridge condition. It is anticipated that traffic volumes on M-29 will continue to grow as commercial and residential development continues to expand within Macomb County.

Benefit: The improvement of this bridge will result in bringing the shoulders, scour countermeasures, and approaches up to current MDOT standards. Concrete beams will be designed for the new superstructure in order to eliminate the need to paint the existing structure and to lower costs. The proposed rehabilitation work will upgrade this bridge to good condition.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The poor bridge condition can become a liability to MDOT if not replaced at this time. The bridge deck has cracks and spalls to exposed steel. This structure has considerable bituminous damage on the approaches and underside deficiencies which fall into the deck replacement option.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new project.

Zip Code: 48047.

25. HIGHWAYS - IDS Design Consultant Services

Authorization (Z6) under Contract (2003-0288) between MDOT and Spalding DeDecker Associates, Inc., will provide for rehabilitation design for the bridge on M-97 over the Clinton River in Clinton Township, Macomb County (CS 50031 - JN 77970D). The work items include all work necessary to replace the deck, widen the bridge, repair the substructure, conduct related approach work, and maintain traffic. This authorization will be in effect from the date of award through May 8, 2006. The authorization amount will be \$276,982.56. The contract term is May 8, 2003, through May 8, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This project provides for design for the rehabilitation of the bridge on M-97 over the Clinton River in Clinton Township, Macomb County, including all work necessary to replace the deck, widen the bridge, repair the substructure, conduct related approach work, and maintain traffic. The bridge structure is reaching the end of its service life and this rehabilitation will greatly extend it. Also, the current geometrics of the bridge are not up to current standards, and this project will significantly increase the safety of the bridge for the traveling public.

Benefit: The benefits include increasing the service life of this bridge for the people of Michigan, preventing the bridge from completely deteriorating, and increasing the safety level of the bridge. Rehabilitation is cost-effective for this roadway compared with a complete reconstruction.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving this project is a loss of the investment already made in the roadway, allowing it to completely deteriorate, and then require a complete reconstruction, at a much greater cost. The geometrics of the bridge present an ongoing safety risk to the public.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48043.

26. HIGHWAYS - Cost Participation for Local Agency Preliminary Engineering

Contract (2003-5667) between MDOT and the Genesee County Road Commission will provide for funding participation in the following improvements utilizing Transportation Economic Development Category C Funds:

The performance of preliminary engineering activities for the resurfacing and center left-turn lane work along Hill Road from Genesee Road to Belsay Road.

Estimated Funds:

State Restricted Economic Development Funds	\$71,400
Genesee County Road Commission Funds	<u>\$17,800</u>
Total Funds	<u><u>\$89,200</u></u>

EDC 25544 - 78420

Preliminary Engineering

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Design improvements to support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Genesee County Road Commission Funds.

Commitment Level: 80% state, 20% Genesee County Road Commission; based on estimate.

Risk Assessment: Without financial assistance, the County may not be able to afford the design, as well as the future construction, of the above described roadway improvement, which could result in a possible loss of development opportunities.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Design improvements for existing roadway.

Zip Code: 48439.

27. HIGHWAYS - IDS Design Consultant Services

Authorization (Z1) under Contract (2004-0161) between MDOT and Bergmann Associates, will provide for reconstruction and rehabilitation of bridges in poor condition on M-120, Muskegon County (CS61012 - JN79069D). The work items include conducting a structure and hydraulic survey, geotechnical investigation, traffic signal plans, and maintaining traffic special provisions. This authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$146,928.61. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: This project is for reconstruction and rehabilitation of bridges in poor condition on M-120 in Muskegon County. The intent of this project is to preserve the life of the existing structures and reconstruct the structures where repair options are not feasible.

Benefit: The project will enhance the safety of the public traveling over these structures and will also protect the waterway beneath.

Funding Source: 100% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Some elements of these structures are in extremely poor condition and could result in failure of the functionality if not replaced or repaired now.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new project.

Zip Code: 49445.

28. HIGHWAYS - IDS Design Consulting Services

Authorization (Z3) under Contract (2004-0174) between MDOT and Wade-Trim/Associates, Inc., will provide for reconstruction and rehabilitation of bridges in poor condition on M-223 in the city of Adrian, Lenawee County (CS46062 - JN60123D). The work items include bridge replacement, approach work, and maintaining traffic. This authorization will be in effect from the date of award through April 7, 2007. The authorization amount will be \$289,887.07. The contract term is April 7, 2004, through April 7, 2007. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: This project is for reconstruction and rehabilitation of bridges in poor condition on M-223 in the city of Adrian, Lenawee County. The intent of this project is to preserve the existing structures and to reconstruct the structure where repair options are not feasible.

Benefit: The project will enhance the safety of the public traveling over these structures and will also protect the waterway beneath.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Some elements of these structures are in extremely poor conditions and could result in failure of the functionality if not replaced or repaired now.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new project. It is a structure rehabilitation and replacement.

Zip Code: 49221.

29. *HIGHWAYS – Economic Benefits Assessment MOU
Memorandum of Understanding (MOU) (2004-0297) between MDOT and the Michigan Economic Development Commission (MEDC) will provide for MEDC to oversee and facilitate a project for the assessment of the economic benefits associated with MDOT's Five-Year Transportation Program on the manufacturing, tourism, and agri-business sectors of the state's economy. The assessment project will be conducted by the University of Michigan, using MEDC's Regional Economic Models, Inc. (REMI). This MOU will be in effect from the date of award through June 30, 2005. The MOU amount will be \$95,824. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Purpose/Business Case: To identify the economic benefits of MDOT's 2005-2009 Five-Year Transportation Program on the manufacturing, tourism, and agri-business sectors of the state's economy. George Fulton, an economics professor at the University of Michigan, will perform this analysis, which will involve the use of the REMI, currently licensed by MEDC.

Benefit: This economic analysis will be used to help educate the public on the overall benefits of MDOT's 2005-2009 Five-Year Transportation Program on the state's economy.

Funding Source: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This analysis was requested by the MDOT Director. This analysis will be used to support the roll-out of the 2005-2009 Five-Year Plan. If this analysis is not completed, the public will continue to ask what economic impacts MDOT's transportation program has on the State of Michigan.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is not a new project.

Zip Code: 48109.

30. *HIGHWAYS - IDS Traffic and Safety Consultant Services
Contract (2004-0347) between MDOT and Keweenaw Technologies, LLC, will provide for reviews of unlocated crashes and will provide correct identification for as many crashes as possible for calendar years 2002 and 2003. The located crash information must be returned to the Michigan Department of State Police (MSP) for merging with its statewide crash database. The contract will be in effect from the date of award through sixty working days. The total contract amount will be \$77,385. This project is funded 100 percent by federal funds given to Michigan as an incentive award for achieving 85 percent seat belt usage. These funds must be used to improve safety on Michigan's roadways. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: This contract is for location of 104,575 vehicle crashes from the years 2002 and 2003. These crashes are not currently in the statewide database due to various errors that occurred on the crash reports (Form UD-10) completed by the investigating officers. This work consists of careful examination of the UD-10, the correction of the errors, if possible, and the addition of the located crash data into the database. This work is essential to the accurate assessment of roadway features that may be modified to reduce or eliminate vehicle crashes on the state's roadways.

Benefit: The location of all vehicle crashes is essential to providing safe roadways to the traveling public. It allows engineers to identify roadway features that can be improved to reduce or eliminate crashes. The crash location database reveals which roadway segments or intersections need attention.

Funding Source: 100% Federal Highway Administration Funds. This project is funded 100 percent by federal funds given to Michigan as an incentive award for achieving 85 percent seat belt usage. These funds must be used to improve safety in Michigan's roadways.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

* Denotes a non-standard contract/amendment

Risk Assessment: By locating the 104,575 crashes and adding the data to the crash database, MDOT will be able to identify the locations that need improvement.

Cost Reduction: This contract is on a lump sum basis for the work described. The contract was selected on the basis of the lowest of three bids.

New Project Identification: Not a new project.

Zip Code: 49606.

31. HIGHWAYS – Design Consultant Services

Contract (2004-0406) between MDOT and Alfred Benesch & Company will provide for the design of the reconstruction of M-153 (Ford Road) from Mercury Drive to US-12 (Michigan Avenue) in Wayne County. The work items include reconstructing the road in conformity with Michigan Department of Transportation specifications; grading work and earthwork; upgrading shoulders; and preparing pavement marking plans, traffic signal plans, and right-of-way plans. The length of this project is 2.55 miles. This contract will be in effect from the date of award through October 29, 2006. The total contract amount will be \$1,135,140.73. Source of Funds: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, 2.22% City of Dearborn Act 51 Funds, and 0.05% City of Detroit Act 51 Funds.

Purpose/Business Case: To provide for the design of the M-153 reconstruction project (JN 47066C) in the city of Dearborn. The project limits along M-153 are from Mercury Drive to US-12 (Michigan Avenue) with a length of 2.55 miles. The existing roadway varies from a divided cross-section with three lanes in each direction to an undivided cross-section with two or three lanes in each direction with a center left turn lane. The existing pavement and drainage system is in extremely poor condition. This reconstruction project is included within MDOT's Five Year Plan. Construction is currently planned for the summer of 2006.

Benefit: To improve the pavement ride quality and the condition and safety of the roadway. This project will also reduce long term maintenance costs for this area.

Funding Source: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, 2.22% city of Dearborn ACT 51 Funds, and 0.05% city of Detroit ACT 51 Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Based on the current condition of the roadway, the reconstruction is the preferred repair. Please note that should the reconstruction not be approved, the cost to perform a combination of repairs and maintenance would be greater when compared to the cost of reconstruction over the same twenty-year period. Additionally, the combinations of alternate repairs and additional maintenance, when compared to the reconstruction, would require additional disruptions to the traffic. These additional disruptions would result in an increase cost to users in the form of user delays.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This is not a new project. It is a reconstruction of an existing roadway.

Zip Code: 48126.

32. HIGHWAYS - IDS Engineering Services

Contract (2004-0410) between MDOT and Williams & Works will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

33. *HIGHWAYS - Traffic and Safety Consultant Services

Contract (2004-0416) between MDOT and B.C. Traffic Engineering, Inc., will provide for retroreflective measurements to be taken on statewide pavement marking. The work items will include providing a report of retroreflectivity measurements of waterborne paint and spray thermoplastic pavement marking material. This contract will be in effect from the date of award through June 15, 2005. The total contract amount will be \$413,873.12. Source of Funds: 100% State Restricted Trunkline Funds.

Purpose/Business Case: To measure retroreflectivity of pavement markings. From these measurements incentive/disincentive pay is calculated for the pavement marking contractors.

Benefit: Line quality has increased each year. Pavement marking contractors focus on providing a high-quality line.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The contracts for annual pavement marking include incentive/disincentive pay ranges based on the measurements to be done under this contract. The measurements must be done so the pavement marking contractors can be paid.

Cost Reduction: Costs in Professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

New Project Identification: This work is for mobile retroreflectivity measurements in various regions/TSCs.

Zip Code: 49606.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Amendatory Contract (2004-5128) between MDOT and the City of Grayling will provide for funding participation in the following Transportation Enhancement improvements:

PART A

Enhancement work along the Highway I-75 business loop between the south city limits and the southern intersection of Highway M-72, including landscaping, planting of trees, and decorative sidewalk construction.

PART B

Construction of an irrigation system, construction of a twelve-foot hexagonal kiosk, and placement of crosswalk symbols along the Highway I-75 business loop between the south city limits and the southern intersection of Highway M-72.

PART C

Placement of street lighting along the Highway I-75 business loop between the south city limits and the southern intersection of Highway M-72.

Estimated Funds:

PART A

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$308,800	\$ 0	\$308,800
State Restricted Trunkline Funds	\$ 61,750	\$ 50,500	\$112,250
City of Grayling Funds	<u>\$190,900</u>	<u>\$(50,500)</u>	<u>\$140,400</u>
Total Funds	<u>\$561,450</u>	<u>\$ 0</u>	<u>\$561,450</u>

PART B

No changes were made to the Part B portion of the project.

PART C

	<u>ORIGINAL</u>	<u>AMEND.</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$129,250	\$ 0	\$129,250
State Restricted Trunkline Funds	\$ 25,850	\$ 21,150	\$ 47,000
City of Grayling Funds	\$ 79,900	\$(21,150)	\$ 58,750
Total Funds	<u>\$235,000</u>	<u>\$ 0</u>	<u>\$231,000</u>

STE 20012 - 72745; Crawford County
Amendment

The purpose of this amendment is to reflect the correct percentages of state (20 percent) and local (25 percent) funding for the Parts A and C portions of the project. This is accomplished in the agreement by deducting a portion of the project cost from the City's share and adding this amount as part of MDOT's costs for Parts A and C. The total estimated project cost remains the same.

Purpose/Business Case: To amend the original contract to change the percentage of the MDOT match of the federal funding from 11% to 20% and to change the percentage of the local match from 34% to 25%.

Benefit: To correct an error in the state and local percentage ratio of the original contract.

Funding Source: Federal Transportation Enhancement Activities Funds, State Trunkline and Bridge Construction Funds, and City of Grayling Funds.

Commitment Level: 55% federal; 20% state; and 25% City of Grayling for Parts A and C; based on estimate.

Risk Assessment: With the amendment, the Part A and Part C portions of the project can be funded with the correct percentages of state funds.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A. (Original contract was for new beautification of existing roadway.)

Zip Code: 48938.

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5246) between MDOT and the Baraga County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

PART A

The removal and replacement of the structure B01 of 07-02-01, which carries Old Highway US-41 over Kelsey Creek, Section 28, T52N, R33W, Baraga Township, Baraga County, Michigan; the reconstruction of the approaches to the structure for approximately 121 feet southerly and 107 feet northerly of the structure.

PART B

The removal and replacement of the structure B02 of 07-02-12, which carries Sturgeon Road over Kelsey Creek, Section 28, T52N, R33W, Baraga Township, Baraga County, Michigan; the reconstruction of the approaches to the structure for approximately 128 feet westerly and 123 feet easterly of the structure.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of State Restricted Economic Development Funds	\$156,000	\$ 0	\$156,000
Federal Highway Administration Funds	\$ 0	\$200,200	\$200,200
State Restricted Economic Development Funds	\$ 39,000	\$ 0	\$ 39,000
Baraga County Road Commission Funds	\$ 0	\$ 50,100	\$ 50,100
Total Funds	<u>\$195,000</u>	<u>\$250,300</u>	<u>\$445,300</u>

ER 07555 - 78871; ER 07086 - 78927
Letting of 7/9/2004

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231; to permanently replace structures for which emergency repairs were done.

Benefit: Support economic growth, reduce traffic congestion, upgrade the state all-season road system, and construct safer structures.

Funding Source: Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Baraga County Road Commission Funds; Federal Funds to be converted to Emergency Relief Funds when available.

Commitment Level: 80% federal, 20% state for Part A; 80% federal, 20% Baraga County Road Commission for Part B; based on estimate.

Risk Assessment: Possible loss of development opportunities and failure of structures resulting in closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structures.

Zip Code: 49908.

36. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2004-5250) between MDOT and the Arenac County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 06-06-21, which carries Worth Road over Saganing Creek, Sections 27 and 33, T18N, R4E, Lincoln Township, and Sections 27 and 34, Standish Township, T18N, R4E, Arenac County, Michigan; the reconstruction of the approaches to the structure for approximately 122 feet westerly and 217 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$293,900
State Restricted Trunkline Funds	\$ 55,100
Arenac County Road Commission Funds	\$ 18,400
Total Funds	<u>\$367,400</u>

BRT 06006 - 78831

Letting of 7/9/2004

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Arenac County Road Commission Funds.

Commitment Level: 80% federal, 15% state, 5% Arenac County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

Zip Code: 48658.

37. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2004-5253) between MDOT and the Lapeer County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

PART A

The removal and replacement of the structure B01 of 44-09-13, which carries Wheeling Road over the North Branch of the Mill Creek Drain, Sections 11 and 12, T8N, R12E, Goodland Township, Lapeer County, Michigan; the reconstruction of the approaches to the structure for approximately 251 feet southerly and 347 feet northerly of the structure.

PART B

Nameplate installation work for the structure B01 of 44-09-13, which carries Wheeling Road over the North Branch of the Mill Creek Drain.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds	\$314,100	\$ 0	\$314,100
State Restricted Trunkline Funds	\$ 58,900	\$ 0	\$ 58,900
Lapeer County Road Commission Funds	<u>\$ 19,600</u>	<u>\$500</u>	<u>\$ 20,100</u>
Total Funds	<u>\$392,600</u>	<u>\$500</u>	<u>\$393,100</u>

BRO 44009 - 59717

Letting of 7/9/2004

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Lapeer County Road Commission Funds.

Commitment Level: 80% federal, 15% state, 5% Lapeer County for Part A; 100% Lapeer County for Part B; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

Zip Code: 48444.

38. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2004-5256) between MDOT and the Lenawee County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 46-21-23, which carries North Adrian Highway over Evans Creek, Section 24, T5S, R3E, Franklin Township, and Section 19, T5S, R4E, Tecumseh Township, Lenawee County, Michigan; the reconstruction of the approaches to the structure for approximately 223 feet southerly and 266 feet northerly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$332,200
State Restricted Trunkline Funds	\$ 62,300
Lenawee County Road Commission Funds	\$ <u>20,700</u>
Total Funds	<u>\$415,200</u>

BRO 46021 - 56559
Letting of 7/9/2004

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Lenawee County Road Commission Funds.

Commitment Level: 80% federal, 15% state, 5% Lenawee County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

Zip Code: 49276.

39. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Amendatory Contract (2004-5257) between MDOT, the City of Grand Rapids, the City of Wyoming, the City of Grandville, the City of Kentwood, the City of Walker, the City of East Grand Rapids, and the Kent County Road Commission will provide for funding participation in the construction of the following improvements:

The construction and establishment of a computerized traffic signal control system for a portion of the Grand Rapids Metropolitan Area with the capability to control approximately 400 signalized intersections and monitor approximately 400 detectors and consisting of the following work:

All labor, equipment, and materials necessary to provide and install a master control system assembly.

Preparation of the central control building site at the City of Grand Rapids's Transportation Department Offices at 509 Wealthy Street, Grand Rapids, Michigan, to the extent necessary for the installation of all system master computer and support equipment.

Installation of two remote terminal micro-computer assemblies.

Establishment of a communications system necessary for the operation of the system.

Installation of detectors at the affected intersections.

Providing of procedures, program routines, and software.

Establishment of a training program.

Training of personnel in the management, operation, maintenance, software, and data base of the system.

Construction of a new multi-lane roadway along 36th Street from Kraft Avenue to Thornapple River Drive, including concrete curb and gutter and concrete pavement work.

There was no change in the project cost.

CS 41401; Index Code 52523
Amendment

The purpose of this amendment is to provide for the inclusion of the 7½ percent administrative overhead factor for the computerized signal billing as part of the maintenance and operation cost, which is associated with a separate highway maintenance contract.

Purpose/Business Case: Amend original contract to include the 7½ percent administrative overhead factor for the computerized signal billing as an eligible item of the maintenance and operation cost, which is associated with a separate highway maintenance contract.

Benefit: Correctly define the eligible items of maintenance and operation cost as negotiated with the affected parties.

Funding Source: State Restricted Trunkline Funds, City of Grand Rapids Funds, City of Wyoming Funds, City of Kentwood Funds, City of Walker Funds, and Kent County Road Commission Funds.

Commitment Level: 17.43% state, 49.73% City of Grand Rapids, 7.44% City of Wyoming, 2.66% City of Kentwood, 1.06% City of Walker, and 21.68% Kent County Road Commission for maintenance and operation costs; based on estimate.

Risk Assessment: With this amendment, MDOT will follow through on its intent to include the 7½ percent administrative overhead factor for the computerized signal billing as an eligible item of the maintenance and operation cost that was negotiated with the affected parties.

Cost Reduction: N/A. (Original contract was for low bid.)

New Project Identification: N/A. (Original contract was for the construction and establishment of a new computerized traffic signal control system.)

Zip Code: 49503.

40. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2004-5259) between MDOT and the Mecosta County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program.

The removal and replacement of the structure B01 of 54-07-26, which carries Hoover Road over the north branch of the Chippewa River, Section 15, T16N, R7W, Fork Township, Mecosta County, Michigan; the reconstruction of the approaches to the structure for approximately 84 feet westerly and 74 feet easterly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$233,000
State Restricted Trunkline Funds	\$ 43,700
Mecosta County Road Commission Funds	\$ 14,500
Total Funds	<u>\$291,200</u>

BRO 54007 - 56568

Letting of 7/9/2004

Purpose/Business Case: To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

Benefit: Safer structure.

Funding Source: Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Mecosta County Road Commission Funds.

Commitment Level: 80% federal, 15% state, 5% Mecosta County; based on estimate.

Risk Assessment: Possible failure of structure and closure to traffic.

Cost Reduction: Low bid.

New Project Identification: Replacement of existing structure.

Zip Code: 49305.

41. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5260) between MDOT and the Iron County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Rehabilitation work along Gibbs City Road from Iron Lake Road northerly to Lasko Road, including embankment, machine grading, subbase, aggregate base, base crushing and shaping, hot mix asphalt surfacing, aggregate shoulder, pavement marking, traffic control, and restoration work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$242,800
State Restricted Economic Development Funds	\$ 60,700
Iron County Road Commission Funds	<u>\$ 0</u>
Total Funds	<u>\$303,500</u>

EDDF 36555 - 58476
Letting of 7/9/2004

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Minimum Guarantee Funds and State Transportation Economic Development Funds.

Commitment Level: 80% federal, 20% state; based on estimate

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49935.

42. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract
Contract (2004-5272) between MDOT and the City of Alma will provide for funding participation in the construction of the following improvements under the State Grade Crossing Program:

The closure and conversion to a cul-de-sac of East Grover Avenue near its intersection with the tracks of the Mid-Michigan Railroad and the new construction of Adams Avenue from the Highway US-27 business route (Superior Street) southerly to the tracks of the Mid-Michigan Railroad; located within the corporate limits of the city.

Estimated Funds:

State Restricted Trunkline Funds	\$185,000
City of Alma Funds	\$ - 0 -
Total Funds	<u>\$185,000</u>

MRR 29031 - 48620; Gratiot County
Proposed 07/2004 Letting

Purpose/Business Case: Geometric improvements of intersecting roadway (E. Grover Ave.) at highly skewed railroad crossing.

Benefit: Creates enhanced commercial access and improved motorist safety.

Funding Source: Michigan Railroad State Grade Crossing Funds.

Commitment Level: 100% state funds up to \$185,000.

Risk Assessment: Other means of treatment do not exist. Commercial access will be limited and motorist safety will be compromised.

Cost Reduction: Low bid.

New Project Identification: New roadway.

Zip Code: 48801.

43. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5300) between MDOT and the Ingham County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

PART A

Roadway rehabilitation and shoulder widening work along Aurelius Road from Columbia Road to the east leg of Harper Road, including earthwork, trenching, drainage improvements, curb and gutter, hot mix asphalt paving, aggregate shoulder, paved shoulder, pavement marking, slope restoration, and maintaining traffic work.

PART B

Storm sewer work along Aurelius Road from Columbia Road to the east leg of Harper Road.

Estimated Funds:

	<u>PART A</u>	<u>PART B</u>	<u>TOTAL</u>
Federal Highway Administration Funds being used in lieu of Transportation Economic Development Funds	\$288,000	\$ 0	\$288,000
Ingham County Road Commission Funds	<u>\$ 72,000</u>	<u>\$4,600</u>	<u>\$ 76,600</u>
Total Funds	<u>\$360,000</u>	<u>\$4,600</u>	<u>\$364,600</u>

EDDF 33555 - 74623

Letting of 7/9/2004

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: Federal Minimum Guarantee Funds and Ingham County Road Commission Funds.

Commitment Level: 80% federal, 20% Ingham County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 48854.

44. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5318) between MDOT and the Dickinson County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Rehabilitation work along Breitung Cut-Off Road from Taft Street easterly to Highway US-141, including base crushing and shaping, aggregate base, hot mix asphalt surfacing, aggregate shoulder, drainage improvement, intersection improvement, guardrail, pavement marking, traffic control, and restoration work.

Estimated Funds:

State Restricted Economic Development Funds	\$375,000
Dickinson County Road Commission Funds	<u>\$113,200</u>
Total Funds	<u>\$488,200</u>

EDF 22566 - 77738
Letting of 07/09/2004

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Transportation Economic Development Funds and Dickinson County Road Commission Funds.

Commitment Level: 80% state up to \$375,000 and balance by Dickinson County Road Commission; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49801.

45. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5327) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Rehabilitation work along Blindline Road approximately 0.2 miles south of Nordquist Road, including earth and rock excavation, subbase, aggregate surface course, culvert replacement, vertical curve improvement, erosion control, traffic control, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$39,600
Mackinac County Road Commission Funds	<u>\$ 9,900</u>
Total Funds	<u>\$49,500</u>

STH 49609 - 78260
Local Force Account

Purpose/Business Case: To replace culverts, increase sight distance, and improve roadside safety.

Benefit: Increase safety.

* Denotes a non-standard contract/amendment

Funding Source: Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.
Commitment level: 80% federal up to \$200,000 and the balance by the Mackinac County Road Commission.
Risk Assessment: Contract required in order for County to receive these federal funds.
Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.
New Project Identification: Improvement of existing roadway.
Zip Code: 49745.

46. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5328) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Reconstruction work at the intersection of South Curtis Road and Sprang Road, including hot mix asphalt removal, culvert removal and replacement, ditch cleanout, embankment, earth excavation, erosion control, subbase, aggregate surface course, aggregate shoulder, traffic control, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$19,800
Mackinac County Road Commission Funds	<u>\$ 5,000</u>
Total Funds	<u>\$24,800</u>

STH 49609 - 78258
 Local Force Account

Purpose/Business Case: To replace culvert, increase sight distance, and improve roadside safety.
Benefit: Increase safety.
Funding Source: Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.
Commitment level: 80% federal up to \$200,000 and the balance by Mackinac County Road Commission.
Risk Assessment: Contract required in order for County to receive these federal funds.
Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.
New Project Identification: Improvement of existing roadway.
Zip Code: 49838.

47. HIGHWAYS - Cost Participation for Local Agency Construction Contract
 Contract (2004-5340) between MDOT and the City of Grand Rapids will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Non-motorized pathway work along the Grand River from Canal Street Park to Leonard Street.

Estimated Funds:

Federal Highway Administration Funds	\$124,508.00
City of Grand Rapids Funds	<u>\$ 46,050.91</u>
Total Funds	<u>\$170,558.91</u>

STE 41401 – 58145; Kent County
 Local Letting

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: To provide pedestrian and bicycle facilities.

Funding Source: Federal Transportation Enhancement Activities Funds and City of Grand Rapids Funds.

Commitment level: 73% federal up to \$124,508.00 and the balance by City of Grand Rapids; based on estimate.

Risk Assessment: Contract required in order for City to receive these federal funds.

Cost Reduction: Low bid.

New Project Identification: New pedestrian and bicycle facilities.

Zip Code: 49503.

48. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5341) between MDOT and the Mason County Road Commission will provide for participation in the construction of the following Transportation Enhancement improvements:

Watershed improvement work to control soil erosion and sedimentation for Site M-9 at Hawley Road over Carr Creek and for Site M-11 at Hawley Road over Locke Drain.

Estimated Funds:

Federal Highway Administration Funds	\$50,575.00
Mason County Road Commission Funds	<u>\$41,379.55</u>
Total Funds	<u>\$91,954.55</u>

STE 53900 - 74560

Local Force Account

Purpose/Business Case: To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21st Century (TEA-21).

Benefit: Reduce soil erosion and sedimentation to improve quality of water that results from roadway runoff.

Funding Source: Federal Transportation Enhancement Activities Funds and Mason County Road Commission Funds.

Commitment level: 55% federal up to \$50,575 and the balance by Mason County Road Commission; based on estimate.

Risk Assessment: Contract required in order for County to receive these federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.

New Project Identification: Improvement of existing roadway to address quality of water that results from roadway runoff and erosion.

Zip Code: 49458.

49. HIGHWAYS - Cost Participation for Local Agency Construction Contract
Contract (2004-5351) between MDOT and the Mackinac County Road Commission will provide for participation in the following improvements:

Guardrail elimination and slope flattening work along Hiawatha Trail approximately 1.5 miles west of Caffey Corners, including clearing, tree removal, guardrail removal, embankment, aggregate shoulder, cobble ditch, erosion control, and restoration work.

Estimated Funds:

Federal Highway Administration Funds	\$24,300
Mackinac County Road Commission Funds	<u>\$ 6,100</u>
Total Funds	<u>\$30,400</u>

STH 49609 - 78259
Local Force Account

Purpose/Business Case: To eliminate guardrail by flattening side slopes and improve roadside safety.

Benefit: Increase safety.

Funding Source: Federal Surface Transportation Program Funds and Mackinac County Road Commission Funds.

Commitment level: 80% federal up to \$200,000 and the balance by Mackinac County Road Commission.

Risk Assessment: Contract required in order for County to receive these federal funds.

Cost Reduction: Local agency to perform work with own forces at a cost determined to be at least 6 percent less than if it were contracted.

New Project Identification: Improvement of existing roadway and roadside.

Zip Code: 49827.

50. HIGHWAYS - Cost Participation for Local Agency Right-of-Way Acquisition
Contract (2004-5370) between MDOT and the Genesee County Road Commission will provide for funding participation in the following improvements utilizing Transportation Economic Development Category C Funds:

The acquisition of right-of-way for intersection improvements at the intersection of Linden Road and Bristol Road.

Estimated Funds:

State Restricted Economic Development Funds	\$ 85,800
Genesee County Road Commission Funds	<u>\$ 21,400</u>
Total Funds	<u>\$107,200</u>

EDC 25544 - 80328
Right-of-Way Acquisition

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Acquire right-of-way for improvements to support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Restricted Economic Development Funds and Genesee County Road Commission Funds.

Commitment Level: 80% state, 20% Genesee County Road Commission; based on estimate.

* Denotes a non-standard contract/amendment

Risk Assessment: Without financial assistance, the County may not be able to afford the right-of-way necessary for, as well as future construction of, the above described improvement, resulting in a possible loss of development opportunities.

Cost Reduction: Estimate reviewed to make sure costs are reasonable and valid.

New Project Identification: Acquire right-of-way for improving existing roadway.

Zip Code: 48507.

51. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5386) between MDOT and the City of Menominee will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category A Funds:

Reconstruction work along 34th Avenue from Highway US-41 to 11th Street.

Estimated Funds:

State Restricted Economic Development Funds	\$ 64,068
City of Menominee Funds	<u>\$ 37,000</u>
Total Funds	<u>\$101,068</u>

EDA 55522 – 80464; Menominee County
Local Letting

Purpose/Business Case: To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

Benefit: Support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State Restricted Economic Development Funds and City of Menominee Funds.

Commitment Level: 100% state up to \$64,068 and the balance by City of Menominee; based on estimate.

Risk Assessment: Possible loss of development opportunities.

Cost Reduction: Low bid.

New Project Identification: Improvement of existing roadway.

Zip Code: 49858.

52. MULTI-MODAL - Railroad Force Account Work

Authorization Revision (58001-77918-1) issued under the provisions of Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide for additional funding needed to fund the project. The original authorization amount of \$175,000 was based on a field estimate for the installation of flashing-light signals and half-roadway gates at the GTW grade crossing of Scofield-Carleton Road in Monroe County, Michigan. GTW has now provided MDOT with a detailed estimate that documents site conditions requiring extensive additional circuitry to enable the ordered devices to properly function, resulting in a proposed project authorization increase in the amount of \$56,923. The revised total authorization amount will be \$231,923. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: The amended authorization will provide adequate funding for the actual costs required for the installation of active warning devices at the GTW grade crossing of Scofield-Carleton Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The amended authorization amount will allow the railroad to proceed with this important project to enhance motorist safety.

* Denotes a non-standard contract/amendment

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$231,923.

Commitment Level: The amended authorization amount is based on GTW's detailed estimate and will be paid on a force account basis.

Risk Assessment: GTW will not likely undertake this safety improvement project without assurance that the full estimated project cost has been authorized.

Cost Reduction: The work will be performed by GTW on a force account basis. MDOT will inspect the final installation and reimburse only the actual costs incurred.

New Project Identification: This amendment validates the detailed cost estimate for the new active warning device installation approved by the original authorization.

Zip Code: 48117.

53. MULTI-MODAL - Railroad Force Account Work

Authorization Revision (58003-78188-1), under Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide for the additional funding necessary to complete the project. The original authorization amount of \$150,000 was based on a field estimate for the installation of flashing-light signals, one half-roadway gate, and circuitry to interconnect the devices to a nearby Norfolk Southern Railway Company grade crossing at the GTW grade crossing of Sigler Road in Monroe County, Michigan. GTW has now provided MDOT with a detailed estimate that documents a more complex installation than was initially envisioned, resulting in a proposed project authorization increase of \$79,149. The revised total authorization amount will be \$229,149. Source of Funds: 100% Federal Highway Administration Funds.

Purpose/Business Case: The amended authorization will provide adequate funding for the installation of active warning devices at the GTW grade crossing of Sigler Road in Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The amended authorization amount will allow the railroad to proceed with the project to enhance motorist safety.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130. Federal Highway Administration Funds - \$229,149.

Commitment Level: The amended authorization amount is based on GTW's detailed estimate and will be paid on a force account basis.

Risk Assessment: GTW will not likely undertake this safety improvement project without assurance that the full estimated project cost has been authorized.

Cost Reduction: The work will be performed by GTW on a force account basis. MDOT will inspect the final installation and reimburse only the actual costs incurred.

New Project Identification: This amendment validates the detailed cost estimate for the new active warning device installation approved by the original authorization.

Zip Code: 48117.

54. MULTI-MODAL - Railroad Force Account Work

Authorization Revision (76013-78347-1) issued under the provisions of Master Agreement (94-0801), dated October 11, 1994, between MDOT and Grand Trunk Western Railroad (GTW) will provide for additional funding needed to fund the project. The original authorization amount of \$160,000 was based on a field estimate for the installation of flashing-light signals and half-roadway gates at the GTW grade crossing of Payne Road in Shiawassee County, Michigan. GTW has now provided MDOT with a detailed estimate that documents site conditions requiring a more complex installation, resulting in a proposed project authorization increase in the amount of \$111,431. The revised total authorization amount will be \$271,431. Source of Funds: Federal Highway Administration Funds - \$135,715.50; FY 2004 State Restricted Trunkline Funds - \$135,715.50.

Purpose/Business Case: The amended authorization will provide adequate funding for the actual costs required for the installation of active warning devices at the GTW grade crossing of Payne Road in Shiawassee County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The amended authorization amount will allow the railroad to proceed with this important project to enhance motorist safety.

Funding Source: Funding for this project is provided by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, respectively: Federal Highway Administration Funds - \$135,715.50; FY 2004 State Restricted Trunkline Funds - \$135,715.50.

Commitment Level: The amended authorization amount is based on GTW's detailed estimate and will be paid on a force account basis.

Risk Assessment: GTW will not likely undertake this safety improvement project without assurance that the full estimated project cost has been authorized.

Cost Reduction: The work will be performed by GTW on a force account basis. MDOT will inspect the final installation and reimburse only the actual costs incurred.

New Project Identification: This is not a new project.

Zip Code: 48414.

55. MULTI-MODAL – Railroad Force Account Work

Authorization (82099-80371) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding for the installation of flashing-light signals and half-roadway gates at Conrail's grade crossing of Hildale Street in the city of Detroit, Wayne County, Michigan. This work will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the City of Detroit and approved on June 29, 2004. The total cost of the project is estimated at \$143,725.16. Source of Funds: Federal Highway Administration Funds - \$71,862.58; FY 2004 State Restricted Trunkline Funds - \$71,862.58.

Purpose/Business Case: The project will provide for the installation of side-of-street flashing-light signals and half-roadway gates at the grade crossing of Conrail with Hildale Street in the city of Detroit. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of the new active warning devices was deemed necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130, respectively. Federal Highway Administration Funds - \$71,862.58; FY 2004 State Restricted Trunkline Funds - \$71,862.58.

Commitment Level: The contract cost is based on Conrail's estimate and will be paid on a force account basis.

Risk Assessment: The Hildale Street grade crossing is currently protected by passive crossbuck signs. This project will provide for the installation of side-of-street flashing-light signals and half-roadway gates, providing motorists with a visual and physical warning of approaching trains.

Cost Reduction: The work will be performed by Conrail on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the City of Detroit.

New Project Identification: This is a new project.

Zip Code: 49234.

56. MULTI-MODAL - Railroad Force Account Work

Authorization (40039-80239) under Master Agreement (94-0804), dated July 28, 1994, between MDOT and Tuscola & Saginaw Bay Railway Company, Inc. (TSBY), will provide funding for the installation of new side-of-street flashers, side-light, cantilever, half-roadway gates and appropriate circuitry at TSBY's grade crossing of Dresden Street in the village of Kalkaska, Michigan. This work, to be done as part of the Village's roadway widening project, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the Village of Kalkaska and approved on February 20, 2004. The total cost of the project is estimated at \$155,113.09. Source of Funds: Federal Highway Administration Funds - \$38,778.28; FY 2004 State Restricted Trunkline Funds - \$38,778.27; Village of Kalkaska Funds - \$77,556.54.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, side-light, cantilever, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of TSBY with Dresden Street in the village of Kalkaska, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new flashing-light signals, side-light, cantilever, half-roadway gates, and appropriate circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively, and from local road agency funds. Federal Highway Administration Funds - \$38,778.28; FY 2004 State Restricted Trunkline Funds - \$38,778.27; Village of Kalkaska Funds - \$77,556.54.

Commitment Level: The contract cost is based on TSBY's estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbuck signs, do not provide any visual indication of train approach and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by TSBY on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of TSBY and the Village of Kalkaska.

New Project Identification: This is a new project.

Zip Code: 49646.

57. MULTI-MODAL – Railroad Force Account Work

Authorization (63042-80287) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of flashing-light signals and half-roadway gates at CSX's grade crossing of Wixom Road at Pontiac Trail in the city of Wixom, Oakland County, Michigan. This work, to be done as part of MDOT's annual grade crossing prioritization program, as well as in conjunction with a roadway improvement project, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the Road Commission for Oakland County and approved on July 26, 2001. The total cost of the project is estimated at \$210,522. Source of Funds: Federal Highway Administration Funds - \$105,261; FY 2004 State Restricted Trunkline Funds - \$105,261.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashing-light signals, additional flashing-light signals on cantilever arms, and an interconnection with the intersection traffic signals on all four legs of the grade crossing of CSX with Wixom Road at Pontiac Trail in Oakland County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. Installation of the new active warning devices was deemed necessary by a team which included representatives of the local road authority, CSX, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and federal dedicated grade crossing safety funds appropriated under the provisions of USC Title 23 Section 130, respectively. Federal Highway Administration Funds - \$105,261; FY 2004 State Restricted Trunkline Funds - \$105,261.

Commitment Level: The contract cost is based on CSX's estimate and will be paid on a force account basis.

Risk Assessment: The intersection of Wixom Road and Pontiac Trail is being redesigned as part of an extensive roadway improvement project. The CSX grade crossing bisects the intersection and has been the scene of a number of vehicle-train crashes. This project will add cantilevers to the existing traffic control devices, enhancing safety for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis, so we will be reimbursing the railroad for actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the Road Commission for Oakland County.

New Project Identification: This project will modify the existing warning devices at this intersection/crossing.

Zip Code: 48393.

58. MULTI-MODAL - Railroad Force Account Work

Authorization (82099-80136), under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the installation of traffic signal interconnection equipment at CSX's grade crossing of Jefferson Avenue in Detroit, Michigan. This work, to be done a part of MDOT's annual grade crossing prioritization program, will enhance motorist safety. The authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the City of Detroit and approved on May 20, 2004. The total cost of the project is estimated at \$75,000. Source of Funds: Federal Highway Administration Funds- \$37,500; FY 2004 State Restricted Trunkline Funds- \$37,500.

Purpose/Business Case: The project will provide for the installation of interconnection equipment at CSX's Jefferson Avenue crossing in Detroit, Michigan. This installation is ordered for public safety, under the provisions of MCLA 462.301.

Benefit: The work is being undertaken to enhance motorist safety as determined necessary by representatives of the City of Detroit, CSX, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds- \$37,500; FY 2004 State Restricted Trunkline Funds- \$37,500.

Commitment Level: The contract cost is based on CSX's field estimate. All costs will be paid on a force account basis.

Risk Assessment: This crossing does not currently have active warning devices. Interconnecting railroad approach circuitry to an existing traffic signal will provide increased warning for motorists.

Cost Reduction: The work will be performed by CSX on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Detroit.

New Project Identification: This is an improvement project.

Zip Code: 48209.

59. MULTI-MODAL – Railroad Force Account Work

Authorization (58003-80461) under Master Agreement (94-1053), dated April 24, 1995, between MDOT and Norfolk Southern Railway Company (NS) will provide funding for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at NS=s grade crossing of Newport Road in Monroe County, Michigan. This work, to be done as part of the Monroe County Road Commission's roadway widening project, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a Local Agency Application submitted by the Monroe County Road Commission and approved on April 13, 2004. The total cost of the project is estimated at \$160,200. Source of Funds: Federal Highway Administration Funds - \$42,525; FY 2004 State Restricted Trunkline Funds - \$42,525; Monroe County Road Commission Funds - \$75,150.

Purpose/Business Case: The project will provide for the installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry at the existing grade crossing of NS with Newport Road in the Monroe County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new side-of-street flashers, half-roadway gates, and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT=s Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. Federal Highway Administration Funds - \$42,525; FY 2004 State Restricted Trunkline Funds - \$42,525; Monroe County Road Commission Funds - \$75,150.

Commitment Level: The contract cost is based on NS's estimate and will be paid on a force account basis.

Risk Assessment: The existing warning devices, consisting of passive crossbuck and stop signs, do not provide any visual indication of train approach and there is no physical barrier to block the crossing upon train approach. The installation of active warning devices will provide a visual notification and a physical barrier when a train is approaching the crossing, enhancing safety for motorists.

Cost Reduction: The work will be performed by NS on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of NS and the Monroe County Road Commission.

New Project Identification: This is a new project.

Zip Code: 48166.

60. MULTI-MODAL - Time Extension

Amendatory Contract (95-0320/A7) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART) will extend the contract term by one year. Completion of the project has been delayed due to the complexity of the various project items and the need to ensure their compatibility with each other. The total project is nearing completion, and SMART anticipates that this will be the final extension request. The original contract provides state matching funds to SMART's FY 1995 Federal Section 5309 Capital Discretionary Program grant. SMART provides transit service to portions of Wayne, Oakland, and Macomb Counties. The revised contract term will be September 19, 1995, through September 18, 2005. The total contract amount remains unchanged at \$6,250,000. Source of Funds: Federal Transit Administration Funds - \$5,000,000; FY 1995, FY 1997, and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,100,000; SMART Funds - \$150,000.

Purpose/Business Case: To provide for a one-year time extension for the funding of intelligent transportation initiatives.

Benefit: Increased public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$5,000,000; FY 1995, FY 1997, and FY 2003 State Restricted Comprehensive Transportation Funds - \$1,100,000; SMART Funds - \$150,000.

Commitment Level: Contract based on estimates.

* Denotes a non-standard contract/amendment

Risk Assessment: The risk of not approving the amendment is the loss of the federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48226.

61. MULTI-MODAL - Time Extension

Amendatory Contract (98-0672/A5) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART) will extend the contract term by one year to allow SMART sufficient time to complete the purchase of fareboxes. The agency has been working with a manufacturer to develop a new cashless farebox for use in its 123 small buses. This farebox will have the ability to process magnetic and proximity fare cards. The agency anticipates that solicitation for bids will occur later this summer and that the project will be completed by next summer. SMART anticipates that this will be the final extension request. The original contract provides state matching funds for SMART's FY 1998 Section 5307 Urbanized Area Formula Capital Program. SMART provides transit service to portions of Wayne, Oakland, and Macomb Counties. The revised contract term will be September 30, 1998, through September 29, 2005. The total contract amount remains unchanged at \$11,593,359. Source of Funds: Federal Transit Administration Funds - \$9,274,686; FY 1998 and FY 2000 State Restricted Comprehensive Transportation Funds - \$2,157,743; SMART Funds - \$160,930.

Purpose/Business Case: To provide for a one-year time extension to allow sufficient time for SMART to complete the purchase of fareboxes.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$9,274,686; FY 1998 and FY 2000 State Restricted Comprehensive Transportation Funds - \$2,157,743; SMART Funds - \$160,930.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not providing the extension is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 48226.

62. MULTI-MODAL – Revise Services, Extend Term

Amendatory Contract (2000-0368/A2) between MDOT and the City of Detroit, Department of Transportation (DDOT), will revise the services and will extend the contract term by eighteen months. The original contract provides for the construction of a compressed natural gas (CNG) facility; this will be changed to a clean fuels facility. DDOT has decided to sell its CNG vehicles and utilize ultra-low sulfur fuel in its diesel vehicles. The time extension is requested because DDOT is undertaking far more extensive facility repairs than originally anticipated, causing a delay in the completion of the various project items. The original contract provides state matching funds for the City's FY 1999 Federal Mitigation and Air Quality Program grant. The revised contract term will be March 31, 2000, through March 30, 2006. The total contract amount remains unchanged at \$2,250,000. Source of Funds: Federal Transit Administration Funds - \$1,800,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$450,000.

Purpose/Business Case: To revise contract line item and provide for an eighteen-month extension for the construction of a clean fuels facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,800,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$450,000.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not providing the extension is the loss of the federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: This is an amendment to an existing project.
Zip Code: 48226.

63. MULTI-MODAL – Revise Services, Extend Term

Amendatory Contract (2000-0776/A2) between MDOT and the City of Detroit, Department of Transportation (DDOT), will revise the services and will extend the contract term by eighteen months. The original contract provides for the construction of a compressed natural gas (CNG) facility; this will be changed to a clean fuels facility. DDOT has decided to sell its CNG vehicles and utilize ultra-low sulfur fuel in its diesel vehicles. The time extension is requested because DDOT is undertaking far more extensive facility repairs than originally anticipated, causing a delay in the completion of the various project items. The original contract provides state matching funds for the City's FY 2000 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised contract term will be March 31, 2000, through March 30, 2006. The total contract amount remains unchanged at \$27,272,079. Source of Funds: Federal Transit Administration Funds - \$21,817,663; FY 2001 State Restricted Comprehensive Transportation Funds - \$5,454,416.

Purpose/Business Case: To revise contract line item and provide for an eighteen-month time extension.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$21,817,663; FY 2001 State Restricted Comprehensive Transportation Funds - \$5,454,416.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not providing the extension is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48226.

64. MULTI-MODAL – Time Extension

Amendatory Contract (2000-0792/A3) between MDOT and the Blue Water Area Transportation Commission (BWATC) will extend the contract term by 18 months. The extension is requested because BWATC does not currently have adequate storage space to house the vehicles to be purchased under the original contract. BWATC will be building a new facility; construction is scheduled to begin later this year. Once new facility construction begins, BWATC will order the vehicles; delivery of the vehicles should coincide with the completion of the new facility. The original contract provides state matching funds to BWATC's FY 2000 Federal Section 5307 Urbanized Area Capital Program grant. BWATC provides transit service in St. Clair County. The revised contract term will be September 13, 2000, through March 12, 2006. The total contract amount remains unchanged at \$913,770. Source of Funds: Federal Transit Administration Funds - \$731,016; FY 2000 State Restricted Comprehensive Transportation Funds - \$182,754.

Purpose/Business Case: To provide for an eighteen-month time extension for the purchase of up to four buses.

Benefit: Increased public safety through improved transportation services.

Funding Source: Federal Transit Administration - \$731,016; FY 2000 State Restricted Comprehensive Transportation Funds - \$182,754.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this amendment is the loss of the state matching funds for the buses.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48060.

* Denotes a non-standard contract/amendment

65. *MULTI-MODAL -Adjust State and Local Amount

Amendatory Contract (2001-0562/A2) between MDOT and the Capital Area Transportation Authority (CATA) will reduce state funding by \$933 and increase CATA's funding by \$933. A portion of the facility renovation line item will be used for furniture, which has a 15 percent state match and a 5 percent local match, as opposed to the 20 percent state match for general renovation costs included in the original contract. The original contract provides state matching funds for CATA's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program. CATA provides transit service in Ingham County. The contract term remains unchanged, April 20, 2001, through April 19, 2005. The total contract amount remains unchanged at \$4,249,253. Source of Funds: Federal Transit Administration Funds - \$3,399,402; FY 2001 State Restricted Comprehensive Transportation Funds - \$832,918; CATA Funds: \$16,933.

Purpose/Business Case: To reduce state matching funds and increase local funds for facility renovation.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,399,402; FY 2001 State Restricted Comprehensive Transportation Funds - \$832,918; CATA Funds: \$16,933.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not approving this amendment is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48910.

66. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0862/A1) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART) will extend the contract term by one year. The extension is requested because SMART is processing a purchase requisition for a vehicle that will not be delivered until after the contract expires. The total project is nearing completion, and SMART anticipates that this will be the final extension request. The original contract provides state matching funds for SMART's FY 2001 Federal Section 5310 Elderly and Persons with Disabilities Program grant. SMART provides transit service in portions of Wayne, Oakland, and Macomb Counties. The revised contract term will be September 26, 2001, through September 25, 2005. The total contract amount remains unchanged at \$526,736. Source of Funds: Federal Transit Administration Funds - \$421,389; FY 2001 State Restricted Comprehensive Transportation Funds - \$105,347.

Purpose/Business Case: To provide for a one-year time extension for a vehicle purchase.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$421,389; FY 2001 State Restricted Comprehensive Transportation Funds - \$105,347.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not providing the extension is the loss of the federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48226.

67. MULTI-MODAL – Time Extension

Amendatory Contract (2001-0943/A1) between MDOT and the Blue Water Area Transportation Commission (BWATC) will extend the contract term by one year. The extension is requested because BWATC does not currently have adequate storage space to house the vehicles to be purchased under the original contract. BWATC will be building a new facility; construction is scheduled to begin later this year. Once new facility construction begins, BWATC will order the vehicles; delivery of the vehicles should coincide with the completion of the new facility. The original contract provides state matching funds to BWATC's FY 1995 Federal Section 5309 Capital Discretionary Program grant. BWATC provides transit service in St. Clair County. The revised contract term will be September 11, 2001, through September 10, 2005. The total contract amount remains unchanged at \$558,254. Source of Funds: Federal Transit Administration Funds - \$446,603; FY 2001 State Restricted Comprehensive Transportation Funds - \$111,651.

Purpose/Business Case: To provide for a one-year time extension for the purchase of up to three buses.

Benefit: Increased public safety through improved transportation services.

Funding Source: Federal Transit Administration - \$446,603; FY 2001 State Restricted Comprehensive Transportation Funds - \$111,651.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not providing the extension is the loss of the federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48060.

68.-133. MULTI-MODAL - Section 5311 Operating

The following Project Authorization Revisions issued under Master Agreements between MDOT and the following agencies will provide additional FY 2004 Federal Section 5311 Nonurbanized Area Formula Operating Program funds for nonurban public transportation services. The total amount to be added to the authorizations is \$1,458,686 of federal funds; state funds are not required. This revised funding level reflects the amount of funding authorized and available under the Federal Continuing Resolution. If additional funds are available once a transportation bill is passed, a third grant amendment and revised authorizations will be processed. Payment to the local agencies will not exceed 10.95 percent of their final eligible expenses. The authorization terms remain unchanged, October 1, 2003, through September 30, 2004. The term of the master agreement for the St. Joseph County Transportation Authority is from October 1, 2002, until the last obligation between the parties has been fulfilled. This master agreement includes authorizations for program years FY 2003 through FY 2006. The terms of the remaining master agreements are from October 1, 2001, until the last obligations between the parties have been fulfilled. These master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$6,580,513.

	Agreement Number	Agency	Revision Amount	Total
68.	2002-0002/Z5/R2	Adrian, City of	\$ 8,224	\$ 36,981
69.	2002-0004/Z8/R2	Alma, City of	\$ 12,390	\$ 55,713
70.	2002-0005/Z6/R2	Alpena, City of	\$ 10,887	\$ 48,954
71.	2002-0006/Z14/R2	ALTRAN Transit Authority	\$ 16,441	\$ 73,929
72.	2002-0007/Z11/R2	Ann Arbor Transp. Authority (Chelsea/Dexter)	\$ 9,666	\$ 43,463

* Denotes a non-standard contract/amendment

73.	2002-0008/Z7/R2	Antrim County Bd. of Comm.	\$ 13,898	\$ 62,491
74.	2002-0011/Z5/R2	Barry County Bd. of Comm.	\$ 13,764	\$ 61,890
75.	2002-0012/Z14/R2	Bay Area Transp. Authority	\$108,975	\$490,006
76.	2002-0014/Z18/R2	Bay Metropolitan Transp. Authority	\$ 57,344	\$257,847
77.	2002-0014/Z19/R2	Bay Metropolitan Transp. Authority - Arenac	\$ 11,618	\$ 52,242
78.	2002-0016/Z4/R2	Belding, City of	\$ 5,744	\$ 25,829
79.	2002-0018/Z9/R2	Berrien County Bd. of Comm.	\$ 26,448	\$118,924
80.	2002-0019/Z5/R2	Big Rapids, City of	\$ 7,485	\$ 33,657
81.	2002-0020/Z7/R2	Blue Water Area Transp. Comm.	\$ 50,463	\$226,908
82.	2002-0021/Z13/R2	Branch Area Transit Authority	\$ 20,683	\$ 93,000
83.	2002-0023/Z7/R2	Cadillac/Wexford Transit Auth.	\$ 26,157	\$117,615
84.	2002-0024/Z16/R2	Capital Area Transp. Authority	\$ 22,984	\$103,347
85.	2002-0025/Z6/R2	Caro Transit Authority	\$ 13,481	\$ 60,617
86.	2002-0026/Z5/R2	Cass County Transp. Authority	\$ 13,419	\$ 60,339
87.	2002-0027/Z7/R2	Charlevoix County Bd. of Comm.	\$ 24,135	\$108,522
88.	2002-0028/Z9/R2	Cheboygan County Bd. of Comm.	\$ 14,678	\$ 65,999
89.	2002-0029/Z8/R2	Clare County Bd. of Comm.	\$ 24,595	\$110,591
90.	2002-0030/Z9/R2	Crawford County Transp. Auth.	\$ 28,496	\$128,134
91.	2002-0031/Z9/R2	Delta Area Transit Authority	\$ 16,974	\$ 76,325
92.	2002-0035/Z12/R2	Eastern Upper Peninsula Transportation Authority	\$ 11,718	\$ 52,691
93.	2002-0036/Z9/R2	Eaton County Transp. Authority	\$ 51,810	\$232,966
94.	2002-0038/Z9/R2	Gladwin County Bd. of Comm.	\$ 35,996	\$161,857
95.	2002-0039/Z5/R2	Gogebic County Transit	\$ 8,664	\$ 38,957
96.	2002-0041/Z13/R2	Greater Lapeer Transp. Authority	\$ 37,539	\$168,795
97.	2002-0042/Z6/R2	Greenville, City of	\$ 7,637	\$ 34,339
98.	2002-0044/Z6/R2	Hillsdale, City of	\$ 9,576	\$ 43,060
99.	2002-0046/Z8/R2	Houghton, City of	\$ 9,135	\$ 41,077
100.	2002-0047/Z6/R2	Huron County Bd. of Comm.	\$ 33,385	\$150,118
101.	2002-0048/Z6/R2	Interurban Transit Authority	\$ 11,839	\$ 53,236
102.	2002-0050/Z9/R2	Ionia, City of	\$ 7,697	\$ 34,611
103.	2002-0052/Z8/R2	Iosco County Bd. of Comm.	\$ 6,853	\$ 30,815
104.	2002-0053/Z9/R2	Isabella County Transp. Comm.	\$ 75,418	\$339,117
105.	2002-0054/Z10/R2	Jackson Transp. Auth., City of	\$ 27,427	\$123,328
106.	2002-0055/Z8/R2	Kalamazoo, City of	\$ 36,286	\$163,160
107.	2002-0056/Z9/R2	Kalamazoo County Bd. of Comm.	\$ 8,591	\$ 38,629
108.	2002-0057/Z8/R2	Kalkaska Public Transit Authority	\$ 17,729	\$ 79,718
109.	2002-0059/Z10/R2	Lenawee County Bd. of Comm.	\$ 9,943	\$ 44,709
110.	2002-0061/Z10/R2	Ludington Mass Transp. Authority	\$ 23,080	\$103,780
111.	2002-0063/Z4/R2	Manistee County Bd. of Comm.	\$ 34,184	\$153,710
112.	2002-0064/Z13/R2	Marquette County Transit Auth.	\$ 59,752	\$268,674
113.	2002-0065/Z4/R2	Marshall, City of	\$ 7,574	\$ 34,057
114.	2002-0066/Z18/R2	Mass Transp. Authority (Flint)	\$ 17,234	\$ 77,491
115.	2002-0067/Z11/R2	Mecosta County Bd. of Comm.	\$ 9,401	\$ 42,271
116.	2002-0068/Z4/R2	Midland, City of	\$ 31,629	\$142,221
117.	2002-0069/Z9/R2	Midland County Bd. of Comm.	\$ 35,275	\$158,614
118.	2002-0070/Z7/R2	Milan, City of	\$ 6,713	\$ 30,186

* Denotes a non-standard contract/amendment

119.	2002-0076/Z6/R2	Ogemaw County Bd. of Comm.	\$ 8,927	\$ 40,139
120.	2002-0077/Z5/R2	Ontonagon County Bd. of Comm.	\$ 11,103	\$ 49,927
121.	2002-0079/Z9/R2	Otsego County Bd. of Comm.	\$ 35,778	\$160,876
122.	2002-0081/Z5/R2	Roscommon County Bd. of Comm.	\$ 36,265	\$163,065
123.	2002-0082/Z11/R2	Saginaw Transit Auth. Reg. Serv.	\$ 19,045	\$ 85,636
124.	2002-0083/Z6/R2	Sanilac County Bd. of Comm.	\$ 18,573	\$ 83,512
125.	2002-0084/Z7/R2	Sault Ste. Marie, City of	\$ 2,761	\$ 33,920
126.	2002-0085/Z7/R2	Schoolcraft County Bd. of Comm.	\$ 10,137	\$ 45,582
127.	2002-0086/Z12/R2	Shiawassee Area Transp. Agency	\$ 17,136	\$ 77,050
128.	2002-0088/Z16/R2	SMART	\$ 24,829	\$111,644
129.	2002-0092/Z8/R2	Van Buren County Bd. of Comm.	\$ 16,547	\$ 74,403
130.	2002-0093/Z10/R2	Yates Township	\$ 24,704	\$111,083
131.	2002-0095/Z5/R2	Clinton County Area Transit	\$ 9,937	\$ 44,682
132.	2002-0097/Z6/R2	Osceola County Bd. of Comm.	\$ 8,952	\$ 40,253
133.	2002-0693/Z6/R2	St. Joseph Transp. Authority	\$ 22,958	\$103,231

Purpose/Business Case: To provide additional Federal Section 5311 Operating Assistance funds for nonurban public transportation services for FY 2004. Funding reflects the amount authorized and available under the Federal Continuing Resolution.

Benefit: These federal funds help support the level of public transportation provided in these nonurban areas.

Funding Source: Federal Transit Administration Funds - \$6,580,513.

Commitment Level: Authorization revision amounts are based on cost estimates.

Risk Assessment: The risk of not awarding these authorizations is that federal funds will be lost and the needed transit services may not be provided.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: These are revisions to existing projects.

Zip Code: 48909.

134. MULTI-MODAL - Section 5311 Operating Assistance

Project Authorization Revision (Z9/R1) under Master Agreement (2002-0003) between MDOT and the Allegan County Board of Commissioners will provide additional FY 2004 Federal Section 5311 Nonurbanized Area Formula Operating Program funds for nonurban public transportation services for FY 2004. The amount to be added to the project authorization is \$9,426 of federal funds; state funds are not required. The revised funding level reflects the amount of funds authorized and available under the Federal Continuing Resolution. If additional funds are available once a transportation bill is passed, a third grant amendment and an authorization revision will be processed. Payment to the local agency will not exceed 10.95 percent of its final eligible expenses. The authorization term remains unchanged, October 1, 2003, through September 30, 2004. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$42,383.

Purpose/Business Case: To provide additional Federal Section 5311 Nonurbanized Area Formula Operating Assistance Program funds for nonurban public transportation services for FY 2004. Funding reflects the amount authorized and available under the Federal Continuing Resolution.

Benefit: These federal funds help support the level of public transportation provided in this nonurban area.

Funding Source: Federal Transit Administration Funds - \$42,383.

Commitment Level: Authorization revision amount is based on cost estimates.

Risk Assessment: The risk of not awarding this authorization is that federal funds will be lost and the needed transit service may not be provided.

* Denotes a non-standard contract/amendment

Cost Reduction: Grant amount is determined by FTA and is not negotiated.
New Project Identification: This is a revision to an existing project.
Zip Code: 49010.

135. MULTI-MODAL - Section 5307

Project Authorization (Z12) under Master Agreement (2002-0007) between MDOT and the Ann Arbor Transportation Authority (AATA) will provide state matching funds for AATA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of signal priority equipment, computer hardware and software, support vehicles, and passenger shelters and for improvements to a bus transfer location, for the capital cost of contracting, and for preventive maintenance activities. The authorization will be in effect from May 26, 2004, through May 25, 2007. The authorization is retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total authorization amount will be \$2,392,960. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$1,914,368; FY 2004 State Restricted Comprehensive Transportation Funds - \$478,592.

Purpose/Business Case: To provide state matching funds for AATA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of signal priority equipment, computer hardware and software, support vehicles, and passenger shelters and for improvements to a bus transfer location, for the capital cost of contracting, and for preventive maintenance activities.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$1,914,368; FY 2004 State Restricted Comprehensive Transportation Funds - \$478,592.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not doing this is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new project.

Zip Code: 48104.

136.-140. MULTI-MODAL - Section 5309 Capital

The following Project Authorizations issued under Master Agreements between MDOT and the following agencies will provide for capital items under the FY 2004 Federal Transit Administration (FTA) Section 5309 Capital Discretionary Program grant for public transportation services. The projects are funded at 80 percent federal funding and 20 percent state match. The effective dates of the authorizations will be the effective date of the federal grant, and the authorizations will be in effect for three years. The authorizations may be retroactive due to the terms matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$2,663,093. The terms of the master agreements are from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,130,474; FY 2002 State Restricted Comprehensive Transportation Funds - \$532,619.

	<u>Master Agreement/ Authorization</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
136.	2002-0012/Z15	Bay Area Transportation Authority	(8) Buses w/Lifts	\$ 514,400
137.	2002-0014/Z22	Bay Metropolitan Transp. Authority	Up to 3 35-Ft Buses w/Lifts	\$ 306,956
138.	2002-0053/Z10	Isabella County Transp. Commission	(3) Buses w/Lifts	\$ 306,956
139.	2002-0061/Z11	Ludington Mass Transp. Authority	Facility Construction	\$ 306,956
140.	2002-0064/Z12	Marquette County Transit Authority	Facility Construction	\$1,227,825

Purpose/Business Case: To provide for funding for capital items under the FY 2004 Federal Section 5309 Capital Discretionary Program.

Benefit: Increase public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,130,474; FY 2002 State Restricted Comprehensive Transportation Funds - \$532,619.

Commitment Level: Authorizations are based on estimates.

Risk Assessment: The risk of not approving these authorizations is that federal funds will be lost.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: Provides for the purchase of transit equipment and buses and for facility improvements and construction.

Zip Code: 48909.

141. MULTI-MODAL – Section 5307 Program

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA) will reduce state funding by \$199 and federal funding by \$1, increase local funding by \$200, and adjust funding between line items. CATA needs additional funding for service vehicles and has money left after completing projects in other line items. CATA has requested to move funds from the completed projects to the line item for service vehicles. Service vehicles have a 15 percent state match and a 5 percent local match; the projects already completed have a 20 percent state match and no local match. The original authorization provides state matching funds to CATA's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, May 10, 2002, through May 9, 2005. The authorization amount remains unchanged at \$4,968,572. Source of Funds: Federal Transit Administration Funds - \$3,974,857; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$971,015; CATA Funds - \$22,700.

Purpose/Business Case: To reduce state matching funds by \$199 and federal funding by \$1, increase local funding by \$200, and adjust line item amounts.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,974,857; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$971,015; CATA Funds - \$22,700.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not approving the revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 48910.

142. MULTI-MODAL - Section 5309 Program

Project Authorization Revision (Z9/R3) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA) will increase state matching funds by \$105, decrease local funds by \$105, and adjust funding between line items. CATA has completed the Michigan State University/CATA Busway Study and has funds remaining in that line item that can be used for farebox replacement/expansion. The study has a 10 percent state match and a 10 percent local match; the farebox expansion requires no local match and, therefore, state funds will provide the 20 percent match. The original authorization provides state matching funds for CATA's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, July 11, 2002, through July 10, 2005. The authorization amount remains unchanged at \$2,775,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$2,220,000; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$546,605; CATA Funds - \$8,395.

Purpose/Business Case: To provide for an increase in state funding, a decrease in local funding, and an adjustment in line item amounts due to a change in the scope of the project.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$2,220,000; FY 2002, FY 2003 and FY 2004 State Restricted Comprehensive Transportation Funds - \$546,605; CATA Funds - \$8,395.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risk of not approving this revision is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is not a new project.

Zip Code: 48910.

143. MULTI-MODAL - Section 5307 Program

Project Authorization (Z17) under Master Agreement (2002-0024) between MDOT and the Capital Area Transportation Authority (CATA) will provide state matching funds for CATA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the lease/purchase of buses, replacement buses, and tires; for the purchase of bus equipment, maintenance equipment, support vehicles, and safety and security equipment; for preventive maintenance activities; for customer enhancements; for intelligent transportation systems integration; for data monitoring and planning; and for rehabilitation/renovations to the authority's maintenance facility. The authorization will be in effect from April 27, 2004, through April 26, 2007. The authorization is retroactive due to the term matching the federal grant effective date. The authorization amount will be \$4,395,127. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$3,516,102; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$863,025; CATA Funds - \$16,000.

Purpose/Business Case: To provide for state matching funds to the FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the lease/purchase of buses, replacement buses and tires, for the purchase of bus equipment, maintenance equipment, support vehicles and safety and security equipment, for preventive maintenance activities, for customer enhancements, for intelligent transportation systems integration, for data monitoring and planning, and for rehabilitation/renovations to the authority's maintenance facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,516,102; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$863,025; CATA Funds - \$16,000.

* Denotes a non-standard contract/amendment

Commitment Level: Authorization is based on estimates.

Risk Assessment: The risk of not awarding this authorization is that federal funds will be lost and the needed transit improvements will not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new project.

Zip Code: 48910.

144. MULTI-MODAL - Section 5307 Program

Project Authorization (Z11) under Master Agreement (2002-0054) between MDOT and the City of Jackson Transportation Authority will provide state matching funds for the agency's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of shop equipment, capital maintenance items, support equipment, and computer hardware and software and for the completion of construction of the maintenance facility. The funding reflects the amount of funds authorized under the Federal Continuing Resolution. The authorization will be in effect from May 19, 2004, through May 18, 2007. The authorization is retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$336,429. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$269,144; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,285.

Purpose/Business Case: To provide state matching funds for the agency's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase shop equipment, capital maintenance items, support equipment, and computer hardware and software, and for the completion of construction of the maintenance facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$269,144; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,285.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that federal funds will be lost and the needed transit improvements will not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new project.

Zip Code: 49203.

145. MULTI-MODAL - Section 5307 Program

Project Authorization (Z9) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will provide state matching funds for the city's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program for the purchase of replacement vans, an administrative support vehicle, bus radios, bus passenger shelters miscellaneous support equipment; for the purchase and lease of associated capital maintenance items; and for the renovation of the maintenance facility. The authorization will be in effect from May 19, 2004, through May 18, 2007. The authorization is retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$629,156. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$503,325; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$125,831.

* Denotes a non-standard contract/amendment

Purpose/Business Case: To provide state matching funds for the city's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program Program for the purchase of replacement vans, an administrative support vehicle, bus radios, bus passenger shelters, and miscellaneous support equipment; for the purchase and lease of associated capital maintenance items; and for the renovation of the maintenance facility.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$503,325; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$125,831.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that federal funds will be lost and the needed transit improvements will not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new project.

Zip Code: 49007.

146. MULTI-MODAL - Section 5307 Program

Project Authorization (Z19) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA) in Flint will provide state matching funds for MTA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of shelters, maintenance tools and equipment, and computer hardware and software; for safety and security expenses; for preventative maintenance; and for the lease of service center facilities. The authorization will be in effect from May 5, 2004, through May 4, 2007. The authorization is retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorization will be \$3,881,460. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$3,105,168; FY 2004 State Restricted Comprehensive Transportation Funds - \$776,292.

Purpose/Business Case: To provide state matching funds for MTA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program for the purchase of shelters, maintenance tools and equipment, and computer hardware and software; for safety and security expenses; for preventative maintenance; and for the lease of service center facilities.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: Federal Transit Administration Funds - \$3,105,168; FY 2004 State Restricted Comprehensive Transportation Funds - \$776,292.

Commitment Level: Authorization is based on cost estimates.

Risk Assessment: The risks of not awarding this authorization are that federal funds will be lost and the needed transit improvements will not be completed.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is a new project.

Zip Code: 49120.

147. MULTI-MODAL - Time Extension

Amendatory Contract (2002-0297/A1) between MDOT and the City of Detroit, Department of Transportation (DDOT) will extend the contract term by eighteen months. The extension is requested because DDOT needs additional time to coordinate a bus shelter project provided for in the original contract and a bus stop construction project with the Eight Mile Boulevard Association. The original contract provides state matching funds for the city's FY 2001 Federal Congestion Mitigation and Air Quality Improvement Program grant. The revised contract term will be September 26, 2001, through March 25, 2006. The total contract amount remains unchanged at \$3,384,000. Source of Funds: Federal Transit Administration Funds - \$2,707,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$652,000; State Restricted Trunkline Funds - \$25,000.

Purpose/Business Case: To provide for an eighteen-month time extension for the construction of bus passenger shelters and bus stops.

Benefit: Increased public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds- \$2,707,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$652,000; FY 2002 State Restricted Trunkline Funds - \$25,000.

Commitment Level: Contract based on estimates.

Risk Assessment: The risk of not providing the extension is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is an amendment to an existing project.

Zip Code: 48226.

148. *MULTI-MODAL - Increase Revenue Grant Amount

Amendatory Contract (2004-0072/A2) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will add \$1,510,048 to the FY 2004 Section 5311 Nonurbanized Area Formula Operating Program grant. This increase reflects the amount of funding authorized under the third Federal Continuing Resolution. If additional funds are available once a transportation bill is passed, another grant amendment will be processed. The revised total grant amount will be \$6,810,790. The contract term remains unchanged, from October 1, 2003, through September 30, 2004. Source of Funds: 100% Federal Transit Administration Funds.

Purpose/Business Case: To provide for \$1,510,048 in additional funding to the FY 2004 Section 5311 Operating Assistance Program.

Benefit: Increased public safety through improved transportation services.

Funding Source: Federal Transit Administration Funds - \$6,810,790.

Commitment Level: Contract based on cost estimates.

Risk Assessment: The risk of not awarding this grant is the loss of federal funds.

Cost Reduction: Grant amount is determined by FTA and is not negotiated.

New Project Identification: This is an amendment to an existing grant.

Zip Code: 49946.

149. MULTI-MODAL - Railroad Crossing Closure

Contract (2004-0379) between MDOT and the Kent County Road Commission will provide a lump sum incentive payment in exchange for the Kent County Road Commission's action to close Thornapple River Drive at its grade crossing with CSX Transportation in Kent County. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of the award until the last obligation between the parties has been fulfilled. The total contract amount will be \$100,000. Source of Funds: 100% FY 2004 State Restricted Trunkline Funds.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the Kent County Road Commission for the sole purpose of enhancing motorist safety. Closing Thornapple River Drive at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for these closures comes from state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a). FY 2004 State Restricted Trunkline Funds - \$100,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: The availability of this state incentive payment was critical to the Kent County Road Commission's decision to close the street. Failure to provide this funding would jeopardize the closure and its associated public safety benefits.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

New Project Identification: This is a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure.

Zip Code: 49512.

150. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2004-0400) between MDOT and the Township of Grosse Ile will provide federal and state grant funds for the construction of the rehabilitation of runway 4/22 and for runway safety area (RSA) improvements at the Grosse Ile Municipal Airport in Grosse Ile, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via block grant) - \$2,067,300; State Restricted Aeronautics Funds - \$138,100; Township of Grosse Ile Funds - \$91,600; Contract Total - \$2,297,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the construction of the rehabilitation of the runway and improvements to the runway safety area for runway 4/22.

Benefit: Airport users, as well as airport personnel, will benefit from the rehabilitated pavement, and planes will be less susceptible to damage due to poor pavement conditions. The runway safety area improvements will enhance the safety of the airport, which also benefits the users of the airport and the surrounding community.

Funding Source: FAA Funds (via Block Grant) - \$2,067,300; State Restricted Aeronautics Funds - \$138,100; Township of Grosse Ile Funds - \$91,600; Contract Total - \$2,297,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: This is rehabilitation of an existing facility.

Zip Code: 48138.

151. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2004-0401) between MDOT and the Saginaw County Board of Commissioners will provide state grant funds for the update of an airport layout plan (ALP) at the Saginaw County H. W. Browne Airport in Saginaw, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$39,330; Saginaw County Funds - \$4,370; Contract Total - \$43,700.

Purpose/Business Case: The project includes the updating of the airport layout plan.

Benefit: The updated ALP document will meet current Federal Aviation Administration (FAA) standards and requirements.

Funding Source: State Restricted Aeronautics Funds - \$39,330; Saginaw County Funds - \$4,370; Contract Total - \$43,700.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for additional cost reductions.

New Project Identification: This is for the update of an existing document.

Zip Code: 48601.

152. MULTI-MODAL (Aeronautics) - Construction of Runway Threshold Relocation

Contract (2004-0402) between MDOT and the Branch County Board of Commissioners will provide federal and state grant funds for the construction of the relocation of the threshold on runway 24 at the Branch County Memorial Airport in Coldwater, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via block grant) - \$262,800; State Restricted Aeronautics Funds - \$14,600; Branch County Funds - \$14,600; Contract Total - \$292,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the construction of the relocation of the threshold on runway 24. Improvements to the runway safety area (RSA) will involve an additional 650 feet of runway length to runway 24 because of this threshold relocation.

Benefit: The current RSA crosses the active runway. This project will correct the problem and bring the RSA up to standard.

Funding Source: FAA Funds (via block grant) - \$262,800; State Restricted Aeronautics Funds - \$14,600; Branch County Funds - \$14,600; Contract Total - \$292,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: The project involves relocation of existing navigational aids. Sixty percent of the work is new pavement or excavation/turfing.

Zip Code: 49036.

153. MULTI-MODAL (Aeronautics) - Airport Layout Plan Update

Contract (2004-0403) between MDOT and the Oscoda County Board of Commissioners will provide state grant funds for the update of an airport layout plan (ALP) at the Oscoda County Airport in Mio, Michigan. The contract will be in effect from the date of award through three years. Source of Funds: State Restricted Aeronautics Funds - \$41,738; Oscoda County Funds - \$4,637; Contract Total - \$46,375.

Purpose/Business Case: The project includes the updating of the airport layout plan.

Benefit: The updated ALP document will meet current Federal Aviation Administration (FAA) standards and requirements.

Funding Source: State Restricted Aeronautics Funds - \$41,738; Oscoda County Funds - \$4,637; Contract Total - \$46,375.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for additional cost reductions.

New Project Identification: This is for the update of an existing document.

Zip Code: 48647.

154. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2004-0404) between MDOT and the Township of Bois Blanc will provide state grant funds for the relocation of a road and for the construction of a runway, taxiway, and apron (including electrical work) at the Bois Blanc Island Airport in Pointe Aux Pins, Michigan. The contract will be in effect from the date of award through twenty years. Source of Funds: State Restricted Aeronautics Funds - \$891,000; Township of Bois Blanc Funds - \$99,000; Contract Total - \$990,000.

Purpose/Business Case: The project includes the relocation of an existing gravel road and the construction of a paved runway, taxiway, and apron (the existing runway is turf). The project also includes electrical work and approach clearing associated with the runway construction.

Benefit: The new pavement will provide a smoother surface for airport users.

Funding Source: State Restricted Aeronautics Funds - \$891,000; Township of Bois Blanc Funds - \$99,000; Contract Total - \$990,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without state participation.

Cost Reduction: The construction will be bid through MDOT and awarded to the lowest bidder.

New Project Identification: The project is for an existing facility.

Zip Code: 49775.

* Denotes a non-standard contract/amendment

155. MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements

Contract (2004-0409) between MDOT and the Houghton County Board of Commissioners will provide federal and state grant funds for the construction of a storm/sewer separation and stream remediation, for wetland delineation and wetland mitigation (phase 1), for the preparation of an environmental assessment for the runway 7/25 runway safety area (RSA), for the design of the rehabilitation of the medium intensity taxiway lights (MITL) and shoulders on taxiway C, and for the design of the modifications of a perimeter road at the Houghton County Memorial Airport in Hancock, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds - \$763,200; State Restricted Aeronautics Funds - \$42,400; Houghton County Funds - \$42,400; Contract Total - \$848,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The storm/sewer separation will remove identified sources of unwanted storm water. The stream remediation, wetland delineation, wetland mitigation, and design for the perimeter road modifications are necessary to comply with Michigan Department of Environmental Quality (MDEQ) requirements. The environmental assessment is required by the FAA. The design of the rehabilitation of the MITL will include relocating lights to comply with FAA standards. The shoulders will also be rehabilitated and strengthened.

Benefit: The storm/sewer separation will reduce the sewage flow to allow for the removal of the sewage lagoons on the airport property. The stream remediation will stabilize the existing streams and prevent erosion and sedimentation loss. The wetland delineation and wetland mitigation will document all wetland impacts associated with the airport perimeter fencing and roadway to comply with MDEQ regulations. The environmental assessment will satisfy FAA regulations. The design for the perimeter road modifications will identify the areas of fill within the wetlands adjacent to the roadway to comply with MDEQ regulations.

Funding Source: FY 2004 FAA Funds - \$763,200; State Restricted Aeronautics Funds - \$42,400; Houghton County Funds - \$42,400; Contract Total - \$848,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the sponsor would have to proceed without federal and state participation. A delay in the project could prompt a citation for noncompliance by the federal compliance inspector, which could affect the receipt of future grants from the FAA for the airport.

Cost Reduction: All construction contracts will be procured through federal procurement guidelines and awarded to the lowest bidder. The consultant contracts will be reviewed by MDOT personnel for appropriateness and cost reductions.

New Project Identification: This is rehabilitation of an existing facility.

Zip Code: 49913.

156. MULTI-MODAL (Aeronautics) - Land Acquisition

Contract (2004-0411) between MDOT and Mayfield Township will provide federal and state grant funds for the land acquisition costs of parcels E6, E7, E8, E9, E10, and E11 at the Dupont-Lapeer Airport in Lapeer, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2002 FAA Funds (via block grant) - \$238,500; State Restricted Aeronautics Funds - \$13,250; Mayfield Township Funds - \$13,250; Contract Total - \$265,000.

Purpose/Business Case: The project will include the costs of purchasing the land, as well as appraisal and closing costs.

Benefit: The acquisition gives the airport the ability to keep the approaches to runway 18/36 clear of obstructions.

Funding Source: FY 2002 FAA Funds (via block grant) - \$238,500; State Restricted Aeronautics Funds - \$13,250; Mayfield Township Funds - \$13,250; Contract Total - \$265,000.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The consultant was chosen in accordance with FAA guidelines. The contract was reviewed by an MDOT real estate specialist for appropriateness of scope and cost.

New Project Identification: This is a new project.

Zip Code: 48446.

157. MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements

Contract (2004-0412) between MDOT and the Dickinson County Board of Commissioners will provide federal and state grant funds for the replacement of the runway end identifier lights (REIL), for the relocation of a fence in the hangar area, and for the design of the reconstruction of the west general aviation apron and tie-down area at the Ford Airport in Iron Mountain, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds (via block grant) - \$58,500; State Restricted Aeronautics Funds - \$3,250; Dickinson County Funds - \$3,250; Contract Total - \$65,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the replacement of the runway end identifier lights (REIL), the relocation of a fence in the hangar area, and the design of the reconstruction of the west general aviation apron and tie-down area at the Ford Airport.

Benefit: The improvements will enhance the safety of the airport. The reconstruction will extend the useful life of the apron and tie-down area.

Funding Source: FY 2004 FAA Funds (via block grant) - \$58,500; State Restricted Aeronautics Funds - \$3,250; Dickinson County Funds - \$3,250; Contract Total - \$65,000.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. Consultant contracts are reviewed by MDOT personnel for further cost reductions.

New Project Identification: This work will be replacement and reconstruction of an existing facility.

Zip Code: 49801.

158. MULTI-MODAL (Aeronautics) - Design and Construction of Airport Improvements

Contract (2004-0413) between MDOT and the Bishop International Airport Authority will provide federal and state grant funds for the construction of the expansion of a building for the storage of snow removal equipment (SRE), for the design of the expansion of a baggage claim area, for a master plan update, and for land reimbursement (phase 1) at the Bishop International Airport in Flint, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds - \$2,594,786; State Restricted Aeronautics Funds - \$144,156; Bishop International Airport Authority Funds - \$144,152; Contract Total - \$2,883,094.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The SRE building expansion will provide room for additional equipment and materials. The design of the baggage claim area will provide the engineering plans for taking bids and for subsequent construction. The master plan will look closely at passenger trends and how it will affect future airport needs. The land costs will provide for reimbursement of funds expended by the sponsor for the purchase of land needed for the relocation of Bristol Road.

Benefit: The SRE building expansion will provide room for additional equipment and materials. The design of the baggage claim area will enhance security. The master plan update will provide guidance to airport management for long- and short-term needs of the airport and the community. The land cost will provide for the reimbursement of the sponsor for the purchase of land.

Funding Source: FY 2004 FAA Funds - \$2,594,786; State Restricted Aeronautics Funds - \$144,156; Bishop International Airport Authority Funds - \$144,152; Contract Total - \$2,883,094.

Commitment Level: The sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost with federal and state participation.

Cost Reduction: All construction contracts will be procured through FAA procurement guidelines and awarded to the lowest bidder. Consultant work will be negotiated per federal guidelines.

New Project Identification: The master plan is an update to an existing document. The expansion work is for an existing facility. The design of the baggage claim area is 15 percent new work.

Zip Code: 48507.

159. MULTI-MODAL (Aeronautics) - Construction of Airport Improvements

Contract (2004-0414) between MDOT and the Muskegon County Board of Commissioners will provide federal and state grant funds for the construction of runway safety area (RSA) improvements on runway 6/24 and runway 18/36, the construction of animal control fencing, the preparation of an environmental assessment, and the reimbursement of land costs at the Muskegon County Airport in Muskegon, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds - \$2,368,422; State Restricted Aeronautics Funds - \$131,578; Muskegon County Funds - \$131,579; Contract Total - \$2,631,579.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the construction of runway safety area (RSA) improvements on runway 6/24 and runway 18/36, the construction of animal control fencing, the performance of an environmental assessment, and the reimbursement of land costs at the Muskegon County Airport.

Benefit: These airport improvements are required to meet FAA standard requirements and to enhance the safety of the airport. The land reimbursement will reimburse the airport sponsor for the cost of the land needed for runway approach protection.

Funding Source: FY 2004 FAA Funds - \$2,368,422; State Restricted Aeronautics Funds - \$131,578; Muskegon County Funds - \$131,579; Contract Total - \$2,631,579.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: All construction contracts will be procured through FAA procurement guidelines and awarded to the lowest bidder. Consultant contracts will be reviewed by MDOT personnel for cost reductions.

New Project Identification: The RSA work is for grading. The fence will replace old fencing. The environmental assessment is a new engineering study.

Zip Code: 49441.

160. MULTI-MODAL (Aeronautics) - Reconstruction of Taxiway, Apron Expansion

Contract (2004-0415) between MDOT and the City of Charlevoix will provide federal and state grant funds for the reconstruction of the northeast taxiway and the expansion of the terminal apron at the Charlevoix Municipal Airport in Charlevoix, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years. Source of Funds: FY 2004 FAA Funds - \$436,500; State Restricted Aeronautics Funds - \$24,250; City of Charlevoix Funds - \$24,250; Contract Total - \$485,000.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

Purpose/Business Case: The project includes the reconstruction of the northeast taxiway and the expansion of the terminal apron at the Charlevoix Municipal Airport.

Benefit: The northeast taxiway improvement will provide service to the hangars for an expected life of twenty years. The apron expansion will alleviate congestion around the terminal and increase security.

Funding Source: FY 2004 FAA Funds - \$436,500; State Restricted Aeronautics Funds - \$24,250; City of Charlevoix Funds - \$24,250; Contract Total - \$485,000.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder.

New Project Identification: The taxiway reconstruction is rehabilitation of an existing facility. The apron expansion is new work. The percent of new work is 50 percent.

Zip Code: 49720.

161. TRANSPORTATION PLANNING - Master Planning Agreement

Authorization Revision (Z3/R1) under Master Agreement (2003-0016) between MDOT and the G-L-S Region V Planning & Development Commission will add \$15,000 to the authorization to provide for the undertaking of legally-mandated activities under MCL 247.659(4). The original authorization provides for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The authorization term remains unchanged, October 1, 2003, through September 30, 2004. The revised total authorization amount will be \$54,423. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 100% State Restricted Michigan Transportation Funds (MTF).

Purpose/Business Case: The fourteen Regional Planning Agencies are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The regional planning agencies provide invaluable assistance to MDOT on a variety of local, regional, and statewide planning projects, such as data collection, project facilitation and administration, and organization of MDOT public meetings.

Funding Source: 100% State Restricted Michigan Transportation Funds (MTF).

* Denotes a non-standard contract/amendment

Commitment Level: Regional planning agency costs are fixed and limited by line item appropriation.

Risk Assessment: The regional planning agencies provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the regional planning agency program is fixed by our state legislature. Cost reductions can only occur through legislation.

New Project Identification: This project is continuing.

Zip Code: 48502.

162. TRANSPORTATION PLANNING - Master Planning Agreement

Project Authorization (Z8) issued under Master Agreement (2003-0018) between MDOT and the Northwest Michigan Council of Governments will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This project will include the collection of information on federal aid roads from road agencies and communities for the preparation of one of two nonmotorized facility prototype maps for MDOT's North Region. Information will be collected to match the data fields in MDOT's Transportation Management System (TMS) program. Bicycle and shared use trails will be identified, and map information will include the availability of support facilities, major land uses (data), recreation areas, and major points of interest. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$42,500. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

Purpose/Business Case: The fourteen Regional Planning Agencies are authorized under Public Act 281 of 1945, and funding is appropriated through Public Act 51 of 1951.

Benefit: The regional planning agencies provide invaluable assistance to MDOT in a variety of local, regional, and statewide planning projects such as data collection, project facilitation and administration, and organizing of MDOT public meetings.

Funding Source: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

Commitment Level: Regional planning agency costs are fixed and limited by line item appropriation.

Risk Assessment: The regional planning agencies provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the regional planning agency program is fixed by our state legislature. Cost reductions can only occur through legislation.

New Project Identification: This project is continuing.

Zip Code: 49685.

163. TRANSPORTATION PLANNING – Time Extension

Amendatory Contract (2004-0114/A1) between MDOT and Hubbell, Roth & Clark, Inc., will extend the contract term by four months to provide sufficient time for the consultant to complete the project. Originally the project was anticipated to begin in January. Due to unforeseen circumstances the project did not begin until March; therefore a time extension is needed. The original contract provides for the development and seeking of adoption of a comprehensive corridor access management plan for M-15 from the I-75 interchange in Oakland County to the I-69 interchange in Genesee County. The revised contract term will be February 18, 2004, through January 31, 2005. The total contract amount remains unchanged at \$114,035.90. Source of Funds: Federal Highway Administration Funds (State Planning and Research) - \$91,228.72; State Restricted Trunkline Funds - \$22,807.18.

Purpose/Business Case: To allow sufficient time for the consultant to successfully complete the project. Initially it was anticipated the project would begin in January, but due to unforeseen circumstances, the project did not begin until March. An early preliminary engineering study of the M-15 corridor recommends reconstruction and widening of the roadway in the future. At this time, no construction funding is available within MDOT's Five Year Road and Bridge Program. Access Management is one recommended interim activity that would help maintain the roadway and improve safety in the short term.

Benefit: A reduction in the number of crashes and the preservation of capacity and protection of the public investment in the roadway.

Funding Source: Federal Highway Administration Funds - \$91,228.72; State Restricted Trunkline Funds - \$22,807.18. The funding is coming from State Planning and Research funds that have been specifically designated for access management studies.

Commitment Level: This is a cost plus fixed fee contract.

Risk Assessment: The risk is high that the corridor will not be preserved through local initiatives. This activity will unify seven units of local government with MDOT for the development of a mutually agreeable corridor land use and access management plan/zoning ordinance.

Cost Reduction: The contract is with consultants that now work with the local agencies and have access to local data required for the development of the plan. Any other combination of firms would need to gather this information and would have to secure the trust of local officials. The costs were estimated based on the mileage of the route. The average cost per mile of other studies was used as a benchmark. A lower rate was not negotiated.

New Project Identification: This is a new study. This project is associated with the MDOT improve/expand program. All seven local agencies have been involved in the Early Preliminary Engineering Study and concur that an access management plan would benefit the corridor in the absence of construction funds.

Zip Code: 48503.

164. TRANSPORTATION PLANNING - IDS Wetland Assessment Services

Contract (2004-0395) between MDOT and Applied Science & Technology, Inc., will provide for wetland assessment services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

165. TRANSPORTATION PLANNING - IDS Wetland Assessment Services

Contract (2004-0396) between MDOT and JFNEW will provide for wetland assessment services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

166. TRANSPORTATION PLANNING - IDS Wetland Assessment Services

Contract (2004-0397) between MDOT and Smith Group JJR will provide for wetland assessment services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

167. TRANSPORTATION PLANNING - IDS Wetland Assessment Services
Contract (2004-0398) between MDOT and Tilton & Associates, Inc., will provide for wetland assessment services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
168. TRANSPORTATION PLANNING - IDS Wetland Assessment Services
Contract (2004-0399) between MDOT and Wetland and Coastal Resources, Inc., will provide for wetland assessment services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through five years. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$200,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

STATE PROJECTS

0.88 mi of concrete non-motorized path construction and hot mix asphalt park and ride lot resurfacing on I-94 BL (Red Arrow Highway) from Marquette Woods Road to Glenlord Road in Lincoln Township, Berrien County.

4 Bidders

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads. **Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

72448A

77899A

State Restricted Trunkline Funds	100	%
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Zip Code: 49127.

170. LETTING OF JULY 09, 2004
 PROPOSAL 0407002 ENG. EST. LOW BID
 \$ 201,800.79 \$ 234,899.50
 PROJECT STG 66061-78604
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 25, 2004 16.40 %

5.12 mi of guardrail upgrading on M-107 from Ski Hill Road
 westerly to Lake of the Clouds in Carp Lake Township,
 Ontonagon County.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 256,097.54	Same	2
Snowden, Inc.	\$ 234,899.50	Same	1 **
Nationwide Fence & Supply Company	\$ 282,041.90	Same	4
J & J Contracting, Inc.			
Rite Way Fence, Inc.	\$ 257,929.75	Same	3

4 Bidders

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

78604A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 49971.

171. LETTING OF JULY 09, 2004
 PROPOSAL 0407003 ENG. EST. LOW BID
 \$ 1,087,053.11 \$ 1,061,258.26
 PROJECT M 11111-75704
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - APRIL 15, 2005 -2.37 %

1.35 mi of hot mix asphalt shoulder widening and traffic
 crossover construction at the I-94/I-196 interchange in
 Benton Township, Berrien County.

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,086,880.52	Same	2
Consumers Asphalt Company	\$ 1,061,406.26	\$ 1,061,258.26	1 **

2 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

75704A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49022.

172.	LETTING OF JULY 09, 2004 PROPOSAL 0407006 PROJECT BHN 51011-59518, ETC LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - MAY 26, 2005	ENG. EST. \$ 2,423,471.28	LOW BID \$ 2,129,888.07 % OVER/UNDER EST. -12.11 %
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Bridge rehabilitation including structure, electrical, mechanical, approach work and traffic signal upgrades on US-31 at the Bascule Bridge over the Manistee River in the city of Manistee, Manistee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.	\$ 2,497,635.14	Same	4
Milbocker and Sons, Inc.			
Midwest Bridge Company	\$ 2,195,475.00	Same	3
Abhe & Svoboda, Inc.	\$ 3,732,810.00	Same	5
Hardman Construction, Inc.			
Walter Toebe Construction Co.	\$ 2,129,888.07	Same	1 **
Davis Construction, Inc.			
Anlaan Corporation	\$ 2,167,103.63	Same	2
Prince Bridge & Marine, LTD			

5 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

This project is also supported by the Traffic and Safety Program. This program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. Treatments provided by this project will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

59518A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
78463A		
Federal Highway Administration Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridge, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. There is a greater risk of accidents and injuries by not implementing these safety treatments.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Reconstruction and Rehabilitation.

Zip Code: 49660.

173.	LETTING OF JULY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0407007	\$ 83,155.65	\$ 162,080.00
	PROJECT STE 63041-54923		
	LOCAL AGRMT. 03-5328		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2004		94.91 %

0.1 mi of construction of a riverwalk pathway along the Clinton River under M-59 in the township of Waterford, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
J. J. Barney Construction, Inc.	\$ 164,518.65	Same	3
Angelo Iafrate Construction Compan			
Dan's Excavating, Inc.	\$ 163,432.00	Same	2
Hardman Construction, Inc.			
Posen Construction, Inc.	\$ 189,436.85	Same	4
Waterfront Construction, Inc.			
ABC Paving Company			
Anlaan Corporation	\$ 162,080.00	Same	1 **
L.J. Construction, Inc.			
Nance Construction, LLC			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.
Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

54923A

Federal Highway Administration Funds	66.00 %
Waterford Township	34.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineers best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

New Project Identification: New Construction.

Zip Code: 48329.

174.	LETTING OF JULY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0407008	\$ 318,530.65	\$ 378,533.65
	PROJECT STR 29022-72878, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 14, 2004		18.84 %

0.04 mi of railroad approach reconstruct on US-127 north of M-57 at the Tuscola and Saginaw Bay Railway and 0.06 mi of railroad approach reconstruct on M-57 east of McClelland Road at the Tuscola and Saginaw Bay Railway in the townships of Washington and Elba, Gratiot County.

BIDDER	AS-READ	AS-CHECKED	
Fisher Contracting Company	\$ 412,156.04	Same	3
Lois Kay Contracting Co.	\$ 410,685.93	Same	2
Champagne and Marx Excavating, Inc			
Rohde Brothers Excavating, Inc.			
Nashville Construction Company	\$ 478,085.87	Same	4
C & D Hughes, Inc.	\$ 378,533.65	Same	1 **
The Isabella Corporation			
Cadwell Brothers Construction			
Bernie Johnson Trucking, Inc.			
Ron Bretz Excavating, Inc.			
Crawford Contracting, Inc.			
CRS/Shaw Contracting Co.			

4 Bidders

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

72878A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

77386A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated Federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

New Project Identification: Reconstruction of existing railroad crossing.

Zip Code: 48847; Region-wide.

175. LETTING OF JULY 09, 2004
 PROPOSAL 0407010 ENG. EST. LOW BID
 \$ 144,609.88 \$ 142,718.10
 PROJECT M 63102-78045
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 13, 2004 -1.31 %

Removal, hot mix asphalt cold milling and resurfacing,
 joint repair, removal and installation of signs and pavement
 markings on I-696 at 11 Mile Road and Lahser Road, the
 Michigan Department of Transportation park and ride lot in
 the city of Southfield, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 142,718.10	Same	1 **
Florence Cement Company	\$ 158,110.71	Same	2
ABC Paving Company			
Peake Contracting, Inc.			
Cadillac Asphalt, LLC.	\$ 159,210.36	Same	3

3 Bidders

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions

Funding Source:

78045A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

New Project Identification: Expansion and resurfacing of existing parking area.

Zip Code: 48076.

176. LETTING OF JULY 09, 2004
 PROPOSAL 0407012
 PROJECT STH 50051-76046, ETC
 LOCAL AGRMT. 04-5221
 START DATE - SEPTEMBER 07, 2004
 COMPLETION DATE - OCTOBER 09, 2004

ENG. EST.	LOW BID
\$ 298,651.31	\$ 325,254.50
% OVER/UNDER EST.	
8.91 %	

0.40 mi of hot mix asphalt cold milling and resurfacing, drainage structure adjustments and cleaning, curb and gutter repair, and slope restoration on M-3 (Gratiot Avenue) northbound and southbound at Masonic Road, and 0.10 mi of removal of a crossover on M-3 at Quinn Road in the city of Roseville, township of Clinton, Macomb County.

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 325,254.50	Same	1 **
John Carlo, Inc.	\$ 351,496.77	Same	2
ABC Paving Company			
Peake Contracting, Inc.			
Cadillac Asphalt, LLC.	\$ 380,018.33	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

76046A	
Federal Highway Administration Funds	80.00 %
City of Roseville	2.19 %
State Restricted Trunkline Funds	17.81 %
76049A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

New Project Identification: Reconstruction.

Zip Code: 48066, 48035.

177. LETTING OF JULY 09, 2004
 PROPOSAL 0407013
 PROJECT M 52044-76032
 LOCAL AGRMT.
 START DATE - SEPTEMBER 12, 2004
 COMPLETION DATE - 6 working days

ENG. EST.	LOW BID
\$ 125,758.00	\$ 140,745.60
% OVER/UNDER EST.	
	11.92 %

0.46 mi of hot mix asphalt cold milling and resurfacing
 on US-41BR from 5th Street to Main Street in the city
 of Marquette, Marquette County.

A 2004 highway preventive maintenance project.

BIDDER		AS-READ	AS-CHECKED	
Bacco Construction Company	\$	159,195.55	Same	2
Payne & Dolan, Inc.	\$	140,745.60	Same	1 **
Smith Paving, Inc.				

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

76032A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49855.

178. LETTING OF JULY 09, 2004
 PROPOSAL 0407053
 PROJECT IM 72061-74148
 LOCAL AGRMT.
 START DATE - SEPTEMBER 13, 2004
 COMPLETION DATE - MAY 20, 2005

ENG. EST.
 \$ 972,911.04

LOW BID
 \$ 976,342.86

% OVER/UNDER EST.
 0.35 %

Demolish existing rest area building, construct new three restroom building, parking lot construction, lighting, well and sewer work, sidewalks, curbs, picnic tables and grills on southbound I-75 at the Nine Mile Hill Rest Area in Higgins Township, Roscommon County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,067,821.28	Same	5
Fisher Contracting Company			
M & M Excavating Co., Inc.	\$ 1,121,839.13	Same	6
Champagne and Marx Excavating, Inc.			
Rohde Brothers Excavating, Inc.	\$ 1,133,103.76	Same	8
Gerace Construction Company, Inc.	\$ 999,999.98	Same	3
Miller Development, Inc.	\$ 994,961.19	Same	2
Manigg Enterprises, Inc.	\$ 1,126,601.47	Same	7
Porath Contractors, Inc.	\$ 976,342.86	Same	1 **
3-S Construction, Inc.	\$ 1,039,499.68	Same	4

8 Bidders

Purpose/Business Case: The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

Benefit: Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new Federal guidelines and requirements. In comparison, 23 million travelers visited the 94 Michigan State Parks and approximately one million travelers visited Mackinac Island in 2001.

Funding Source:

74148A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

New Project Identification: New Construction.
Zip Code: 48653.

180. LETTING OF JULY 09, 2004
 PROPOSAL 0407057
 PROJECT CM 50013-59177
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2004

ENG. EST.	LOW BID
\$ 303,093.17	\$ 333,015.25
% OVER/UNDER EST.	
9.87 %	

0.29 mi of ramp widening and concrete pavement repairs on
 M-53 northbound ramp to eastbound 23 Mile Road in Shelby
 Township, Macomb County.

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 443,228.58	Same	4
Snowden, Inc.			
John Carlo, Inc.	\$ 385,846.31	Same	3
Florence Cement Company	\$ 333,015.25	Same	1 **
Dan's Excavating, Inc.	\$ 358,700.38	Same	2
Six-S, Inc.	\$ 449,851.39	Same	5

5 Bidders

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. TEA-21 also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas. This project will reduce traffic congestion by widening the terminal ramp.

Benefit: Reduction in transportation related emissions.

Funding Source:

59177A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of Federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs due to increased carpooling.

New Project Identification: Terminal ramp widening.

Zip Code: 48316.

181. LETTING OF JULY 09, 2004
 PROPOSAL 0407071
 PROJECT NH 63112-77692
 LOCAL AGRMT.
 START DATE - MAY 02, 2005
 COMPLETION DATE - JULY 01, 2005

ENG. EST. \$ 1,086,260.85
 LOW BID \$ 1,071,525.50
 % OVER/UNDER EST. -1.36 %

5.05 mi of hot mix asphalt cold milling and resurfacing and joint and crack repair on M-24 from north of Harriet Street northerly to Brauer Road in the townships of Oxford and Metamora, Oakland and Lapeer Counties.

A 2004 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Ajax Paving Industries, Inc.	\$ 1,143,975.50	Same	3
Ace Asphalt & Paving Co. Inc.	\$ 1,129,910.50	Same	2
Cadillac Asphalt, LLC.	\$ 1,071,525.50	Same	1 **

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

77692A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48371.

182. LETTING OF JULY 09, 2004
 PROPOSAL 0407072
 PROJECT M 12033-79830
 LOCAL AGRMT.
 START DATE - AUGUST 16, 2004
 COMPLETION DATE - SEPTEMBER 17, 2004

ENG. EST.	LOW BID
\$ 203,317.45	\$ 182,262.14
% OVER/UNDER EST.	
	-10.36 %

Concrete surface coating, resealing bridge construction joints, deck cleaning and expansion joint cleanout on sixteen bridges on I-69 in the city of Coldwater, in the townships of Kinderhook, Ovid and Coldwater, Branch County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.	\$ 182,262.14	Same	1 **
J. Slagter & Son Construction Co.	\$ 203,280.00	Same	4
Midwest Bridge Company	\$ 244,826.75	Same	6
Abhe & Svoboda, Inc.			
Anlaan Corporation	\$ 186,513.00	Same	3
Mark 1 Restoration Co. of MI, Inc.	\$ 214,823.99	Same	5
Nance Construction, LLC	\$ 186,460.14	Same	2

6 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79830A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49036.

183. LETTING OF JULY 09, 2004
 PROPOSAL 0407073
 PROJECT IM 58151-74577
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 24, 2004

ENG. EST.	LOW BID
\$ 712,953.78	\$ 656,802.50
% OVER/UNDER EST.	
	-7.88 %

11.7 mi of concrete pavement repairs and hot mix asphalt cold milling and overlay on northbound I-75, from the Ohio state line northerly to La Plaisance Road in the townships of Erie, La Salle and Monroe, Monroe County.

A 2004 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 763,311.42	Same	3
Ajax Paving Industries, Inc.			
Snowden, Inc.			
Causie Contracting, Inc.	\$ 656,802.50	Same	1 **
Florence Cement Company			
Six-S, Inc.	\$ 734,197.81	Same	2

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

74577A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48157.

184. LETTING OF JULY 09, 2004
 PROPOSAL 0407074
 PROJECT M 61131-56974
 LOCAL AGRMT.
 START DATE - AUGUST 16, 2004
 COMPLETION DATE - SEPTEMBER 03, 2004

ENG. EST.	LOW BID
\$ 187,229.87	\$ 202,541.80
% OVER/UNDER EST.	
8.18 %	

1.632 mi of cold milling and one course hot mix asphalt resurfacing on M-37 from south of Moon Road northerly to north of Smith Road and on M-82 from Mechanic Avenue easterly to Merchant Avenue in the city of Fremont in Casnovia Township, Muskegon and Newaygo Counties.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 202,541.80	Same	1 **
Michigan Paving & Materials Co.	\$ 287,885.40	Same	3
Omans Contracting, Inc.	\$ 216,169.90	Same	2

3 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

56974A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49318.

185. LETTING OF JULY 09, 2004
 PROPOSAL 0407075
 PROJECT M 67031-M20425
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - 7 working days

ENG. EST.	LOW BID
\$ 218,535.76	\$ 201,878.30
% OVER/UNDER EST.	
	-7.62 %

9.47 mi of microsurfacing on M-66 from Meceola Road northerly to south of M-66 and US-10 junction, US-10 from east of M-66 and US-10 junction easterly to the east Osceola County line in the townships of Orient and Sylvan, Osceola County.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.			
Strawser Incorporated	\$ 201,878.30	Same	1 **
Terry Construction, Inc.	\$ 209,868.09	Same	2

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M20425

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 49679.

186. LETTING OF JULY 09, 2004
 PROPOSAL 0407076
 PROJECT M 11112-79036
 LOCAL AGRMT.
 START DATE - MAY 23, 2005
 COMPLETION DATE - AUGUST 13, 2005

ENG. EST.	LOW BID
\$ 290,502.64	\$ 293,289.91
% OVER/UNDER EST.	
0.96 %	

Concrete surface coating, substructure horizontal surface sealer, crack sealing, epoxy overlay, resealing bridge construction joints, water repellent treatment and permanent pavement markings on ten bridges on I-94 and US-31 in the townships of New Buffalo, Sodus and Benton, Berrien County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.	\$ 293,289.91	Same	1 **
J. Slagter & Son Construction Co.	\$ 327,493.55	Same	4
Midwest Bridge Company	\$ 315,438.15	Same	3
Abhe & Svoboda, Inc.			
Anlaan Corporation	\$ 311,151.25	Same	2
Prince Bridge & Marine, LTD			

4 Bidders

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

79036A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

New Project Identification: Rehabilitation.

Zip Code: 49103.

187. LETTING OF JULY 09, 2004
 PROPOSAL 0407078 \$ ENG. EST. 70,141.50 \$ LOW BID 67,779.10
 PROJECT M 37015-M40475
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 01, 2004 -3.37 %

1.03 mi of single chip seal on northbound and southbound
 US-127 BR from US-127 to Industrial Drive in Vernon
 Township, Isabella County.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.			
D & D Contracting, Inc.			
Fahrner Asphalt Sealers, Inc.	\$ 67,779.10	Same	1 **

1 Bidder

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M40475

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48878; Region-wide.

188. LETTING OF JULY 09, 2004
 PROPOSAL 0407080 \$ ENG. EST. 42,257.46 \$ LOW BID 48,275.40
 PROJECT M 37013-M40476
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2004 14.24 %

0.48 mi of single course hot mix asphalt overlay with
 overband crack fill, pretreatment and trenching on US-127
 on- and off-ramps and two course hot mix overlay on portions
 of the northbound on-ramp shoulder in the township of Coe,
 Isabella County.

BIDDER	AS-READ	AS-CHECKED	
Central Asphalt, Inc.	\$ 51,361.90	Same	2
Pyramid Paving & Contracting	\$ 48,275.40	Same	1 **

2 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M40476

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48883.

189. LETTING OF JULY 09, 2004
 PROPOSAL 0407081 \$ ENG. EST. 240,128.78 \$ LOW BID 213,935.90
 PROJECT M 42021-M10450, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2004 -10.91 %

Culvert replacements on M-26 north of US-41 over Garden City Creek in Houghton Township and Jacobs Creek on M-26, northwesterly of US-41 over Jacobs Falls Creek in Eagle Harbor Township, Keweenaw County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 349,846.19	Same	6
A. Lindberg & Sons, Inc.			
Yalmer Mattila Contracting, Inc.	\$ 251,585.67	Same	3
Snowden, Inc.			
Payne & Dolan, Inc.			
Hebert Construction Company	\$ 266,217.31	Same	5
Zenith Tech, Inc.	\$ 395,443.79	Same	7
Thomas J. Moyle, Jr., Inc.	\$ 259,309.28	Same	4
Bill Siler Contracting, Inc.	\$ 250,359.90	Same	2
MJO Contracting, Inc.	\$ 213,935.90	Same	1 **

7 Bidders

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M10450

State Restricted Trunkline Funds 100 %

M10451

State Restricted Trunkline Funds 100 %

Zip Code: 49924.

190.	LETTING OF JULY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0407082	\$ 267,976.70	\$ 189,420.00
	PROJECT M 73021-M40401		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 16, 2004		
	COMPLETION DATE - SEPTEMBER 24, 2004		-29.31 %

14.25 mi of hot mix asphalt crack treatment, overband crack fill and chip sealing shoulders on M-83 from M-54 to Dead Creek and on M-57 from Stuart Road to M-13 in Birch Run, Chesaning, Frankenmuth and Maple Grove Townships, Saginaw County.

BIDDER	AS-READ	AS-CHECKED
John Carlo, Inc.		
Fahrner Asphalt Sealers, Inc.	\$ 189,420.00	Same 1 **

1 Bidder

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:	State Restricted Trunkline Funds	100%
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Commitment Level: The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

New Project Identification: Maintenance.

Zip Code: 48616.

LOCAL PROJECTS

191. LETTING OF JULY 09, 2004
 PROPOSAL 0407014
 PROJECT STH 70609-73983
 LOCAL AGRMT. 04-5247
 START DATE - AUGUST 09, 2004
 COMPLETION DATE - OCTOBER 08, 2004

ENG. EST.	LOW BID
\$ 435,994.25	\$ 498,101.34
% OVER/UNDER EST.	
	14.24 %

Intersection improvements, widening, traffic signal timing
 on State Street at BL I-196 intersection, in the city
 of Zeeland, Ottawa County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 611,510.19	Same	6
Milbocker and Sons, Inc.	\$ 613,187.59	Same	7
Dykema Excavators, Inc.	\$ 579,615.90	Same	5
Nagel Construction, Inc.			
Wadel Stabilization, Inc.	\$ 557,080.40	Same	4
Wyoming Excavators, Inc.			
Nashville Construction Company	\$ 504,798.70	Same	2
Geocon, Inc.			
Brenner Excavating, Inc.	\$ 498,101.34	Same	1 **
Northern Construction Services, Co.			
Diversco Construction Company			
Schippers Excavating, Inc.	\$ 510,824.25	Same	3

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Source of Funds:

73983A	
Federal Highway Administration Funds	80.00 %
City of Zeeland	20.00 %

Zip Code: 49464.

192. LETTING OF JULY 09, 2004
 PROPOSAL 0407015
 PROJECT STUL 77412-75332
 LOCAL AGRMT. 04-5285
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 30, 2005

ENG. EST.	LOW BID
\$ 729,049.20	\$ 695,106.05
% OVER/UNDER EST.	
-4.66 %	

0.83 mi of hot mix asphalt cold-in-place recycling, hot mix asphalt resurfacing, curb and gutter and sewer work, on 10th Avenue from Holland Avenue to Garfield Street, in the city of Port Huron, St Clair County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.			
Raymond Excavating Company	\$ 736,211.85	Same	4
John Carlo, Inc.			
Florence Cement Company			
Dan's Excavating, Inc.			
Barrett Paving Materials, Inc.			
Peake Contracting, Inc.			
Pamar Enterprises, Inc.	\$ 695,106.05	Same	1 **
Zito Construction Co.			
Boddy Construction Company, Inc.	\$ 719,301.37	Same	2
Ron Bretz Excavating, Inc.	\$ 797,624.31	Same	5
Teltow Contracting, Inc.	\$ 883,997.29	Same	6
L.J. Construction, Inc.	\$ 729,616.50	Same	3

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

75332A

Federal Highway Administration Funds	77.90 %
City of Port Huron	22.10 %

Zip Code: 48060.

193. LETTING OF JULY 09, 2004
 PROPOSAL 0407016
 PROJECT STH 58609-59919
 LOCAL AGRMT. 04-5255
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST.	LOW BID
\$ 227,071.42	\$ 263,378.44
% OVER/UNDER EST.	
	15.99 %

Intersection resurfacing, and traffic signal work upgrade
 and left-turn phasing on Secor Road at Summerfield Road
 intersection, Monroe County.

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.	\$ 323,376.09	Same	3
Florence Cement Company			
Barrett Paving Materials, Inc.	\$ 484,605.15	Same	4
Brady Sand & Gravel, Inc.	\$ 321,712.94	Same	2
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 263,378.44	Same	1 **

4 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative
 oversight only.

Source of Funds:

59919A	
Monroe County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48144.

194. LETTING OF JULY 09, 2004
 PROPOSAL 0407017
 PROJECT STU 82457-79873
 LOCAL AGRMT. 04-5276
 START DATE - 10 days after award
 COMPLETION DATE - 40 working days

ENG. EST.	LOW BID
\$ 464,105.55	\$ 422,890.82
% OVER/UNDER EST.	
	-8.88 %

0.71 mi of cold milling hot mix asphalt surface,
 hot mix asphalt resurfacing, concrete pavement
 repair, concrete curb cap repair, and adjusting drainage
 structures on Oakwood Boulevard from Rotunda Drive to
 Southfield Freeway (M-39), in the city of Dearborn, Wayne
 County.

BIDDER		AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$	456,405.05	Same	2
Florence Cement Company				
Barrett Paving Materials, Inc.	\$	485,932.35	Same	3
ABC Paving Company				
Cadillac Asphalt, LLC.	\$	422,890.82	Same	1 **

3 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative
 oversight only.

Source of Funds:

79873A	
Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

Zip Code: 48124.

195. LETTING OF JULY 09, 2004
 PROPOSAL 0407018
 PROJECT STUL 53432-78465
 LOCAL AGRMT. 04-5278
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2004

ENG. EST. \$ 498,487.08
 LOW BID \$ 411,000.30
 % OVER/UNDER EST. -17.55 %

0.66 mi of hot mix asphalt base crushing and shaping,
 concrete curb and gutter, sidewalk ramps and hot
 mix asphalt paving on North Washington Avenue from East
 Ludington Avenue to Tinkham Avenue, and on Harrison Street
 from Pere Marquette Street to Haight Street, in the city of
 Ludington, Mason County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 411,000.30	Same	1 **
Wadel Stabilization, Inc.	\$ 459,489.11	Same	4
C & D Hughes, Inc.	\$ 447,535.06	Same	3
Elmer's Crane & Dozer, Inc.	\$ 556,715.10	Same	5
Hallack Contracting, Inc.	\$ 417,637.65	Same	2
Bernie Johnson Trucking, Inc.	\$ 570,647.84	Same	6
L.J. Construction, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

78465A

Federal Highway Administration Funds	81.85 %
City of Ludington	18.15 %

Zip Code: 49431.

196. LETTING OF JULY 09, 2004
 PROPOSAL 0407019
 PROJECT ER 07555-78871, ETC
 LOCAL AGRMT. 04-5246
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 24, 2004

ENG. EST.	LOW BID
\$ 429,069.00	\$ 384,535.37
% OVER/UNDER EST.	
-10.38 %	

Remove and replace culverts with related road work on
 Old 41 over Kelsey Creek and Sturgeon Road over
 Kelsey Creek, Baraga Township, Baraga County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 443,495.15	Same	6
A. Lindberg & Sons, Inc.	\$ 405,827.74	Same	3
Yalmer Mattila Contracting, Inc.			
Midwest Bridge Company			
Payne & Dolan, Inc.			
Hebert Construction Company	\$ 409,333.59	Same	4
Zenith Tech, Inc.	\$ 398,243.65	Same	2
Associated Constructors, LLC			
Thomas J. Moyle, Jr., Inc.	\$ 384,535.37	Same	1 **
Bill Siler Contracting, Inc.			
Oberstar, Inc.			
TBC of Hubbell, Inc.	\$ 412,979.90	\$ 412,844.90	5

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Funding Source:

78871A	
Baraga County	20.00 %
Federal Highway Administration Funds	80.00 %
78927A	
Baraga County	24.13 %
Federal Highway Administration Funds	75.87 %

Zip Code: 49908.

197. LETTING OF JULY 09, 2004
 PROPOSAL 0407020
 PROJECT EDDF 58555-56274
 LOCAL AGRMT. 04-5299
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2004

ENG. EST.	LOW BID
\$ 956,997.98	\$ 937,199.97
% OVER/UNDER EST.	
-2.07 %	

1.3 mi of road rehabilitation and widening, including pavement removal, earthwork, aggregate base, aggregate shoulders, hot mix asphalt paving, drainage improvements, guardrail, pavement markings, slope restoration and maintaining traffic on Sumpter Road from Scofield Road to South Stony Creek Road (1.15 mi) and Shoemaker Road from Sumpter Road to South Stony Creek Road (0.15 mi) in Exeter Township, Monroe County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
DeAngelis Landscape, Inc.	\$ 1,015,995.00	Same	2
Peter A. Basile Sons, Inc.	\$ 1,344,601.88	Same	5
Ajax Paving Industries, Inc.	\$ 1,184,249.40	Same	4
Angelo Iafrate Construction Company			
Dan's Excavating, Inc.			
C & D Hughes, Inc.	\$ 937,199.97	Same	1 **
Brady Sand & Gravel, Inc.			
ABC Paving Company	\$ 1,166,502.85	Same	3
Cadillac Asphalt, LLC.			
L.J. Construction, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

56274A

Monroe County	25.85 %
Federal Highway Administration Funds	74.15 %

Zip Code: 48159.

198. LETTING OF JULY 09, 2004
 PROPOSAL 0407021
 PROJECT STH 34609-59896
 LOCAL AGRMT. 04-5301
 START DATE - AUGUST 16, 2004
 COMPLETION DATE - OCTOBER 08, 2004

ENG. EST.	LOW BID
\$ 236,951.09	\$ 193,905.92
% OVER/UNDER EST.	
	-18.17 %

Reconstruct road intersection, including clearing, earthwork, subbase, aggregate base, aggregate shoulders, drainage, hot mix asphalt paving, concrete curb and gutter, slope restoration and pavement marking on Stage Road and Nickleplate Road intersection in Ionia and Ronald Townships, Ionia County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 254,194.82	Same	6
Milbocker and Sons, Inc.			
Nagel Construction, Inc.			
Mead Bros. Excavating, Inc.			
Nashville Construction Company	\$ 239,414.89	Same	4
C & D Hughes, Inc.	\$ 253,783.77	Same	5
Brenner Excavating, Inc.			
Diversco Construction Company			
Cadwell Brothers Construction	\$ 237,149.82	Same	3
Bernie Johnson Trucking, Inc.	\$ 210,123.10	Same	2
CL Trucking & Excavating, LLC.	\$ 193,905.92	Same	1 **
Central Michigan Contracting, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

59896A

Ionia County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48846.

199. LETTING OF JULY 09, 2004
 PROPOSAL 0407022
 PROJECT EDDF 33555-74623
 LOCAL AGRMT. 04-5300
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 22, 2004

ENG. EST.	LOW BID
\$ 364,608.00	\$ 316,650.51
% OVER/UNDER EST.	
	-13.15 %

2.03 mi of road rehabilitation and shoulder widening,
 including earthwork, trenching, drainage improvements, curb
 and gutter, hot mix asphalt paving, aggregate shoulders,
 paved shoulders, pavement markings, slope restoration and
 maintaining traffic, on Aurelius Road from Columbia Road to
 Harper Road, in Aurelius and Delhi Townships, Ingham County.

BIDDER		AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$	419,588.50	Same	4
Michigan Paving & Materials Co.	\$	345,438.68	Same	2
C & D Hughes, Inc.	\$	356,183.40	Same	3
Aggregate Industries-Central Region	\$	316,650.51	Same	1 **

4 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative
 oversight only.

Source of Funds:

74623A	
Ingham County	21.27 %
Federal Highway Administration Funds	78.73 %

Zip Code: 48854.

200. LETTING OF JULY 09, 2004
 PROPOSAL 0407023
 PROJECT EDDF 70555-76811
 LOCAL AGRMT. 04-5305
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2004

ENG. EST.	LOW BID
\$ 964,803.00	\$ 773,088.76
% OVER/UNDER EST.	
	-19.87 %

8.13 mi of road resurfacing, including cold milling, hot mix asphalt paving, aggregate shoulders and maintaining traffic on Cleveland Street from 56th Avenue to 16th Avenue (5.03 mi) and on 16th Avenue from Hayes Street to Cleveland Street (3.10 mi), in Wright Township, in the city of Coopersville, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 864,466.46	Same	3
Michigan Paving & Materials Co.	\$ 773,088.76	Same	1 **
Aggregate Industries-Central Region	\$ 774,562.76	Same	2

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76811A	
Ottawa County	15.00 %
Federal Highway Administration Funds	64.60 %
State Restricted Trunkline Funds	20.40 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: Resurfacing.

Zip Code: 49435.

201. LETTING OF JULY 09, 2004
 PROPOSAL 0407024
 PROJECT BRO 44009-59717
 LOCAL AGRMT. 04-5253
 START DATE - 10 days after award
 COMPLETION DATE - MAY 27, 2005

ENG. EST.	LOW BID
\$ 402,828.93	\$ 377,065.28
% OVER/UNDER EST.	
-6.40 %	

Bridge replacement and related approach work on Wheeling Road over North Branch Mill Creek, in Goodland Township, Lapeer County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 572,249.90	Same	8
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 399,020.07	Same	2
Milbocker and Sons, Inc.	\$ 377,065.28	Same	1 **
Midwest Bridge Company			
C. R. Hunt Construction Co.	\$ 404,568.25	Same	3
McDowell Construction , L.L.C.	\$ 412,871.08	Same	4
Rohde Brothers Excavating, Inc.			
Gerace Construction Company, Inc.			
Posen Construction, Inc.	\$ 498,324.24	Same	7
Walter Toebe Construction Co.	\$ 494,545.34	Same	6
E.T. MacKenzie Company			
Waterfront Construction, Inc.			
Davis Construction, Inc.			
Manigg Enterprises, Inc.			
Prince Bridge & Marine, LTD			
Heystek Contracting Inc.	\$ 482,927.00	Same	5
J.E. Kloote Contracting, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

59717A

Lapeer County	5.13 %
Federal Highway Administration Funds	79.89 %
State Restricted Trunkline Funds	14.98 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Zip Code: 48444.

Bridge removal and replacement with approaches on
Worth Road over Saganing Creek, in Lincoln and
Standish Townships, Arenac County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 322,811.32	Same	2
Midwest Bridge Company			
Rohde Brothers Excavating, Inc.			
John Henry Excavating, Inc.	\$ 338,894.00	Same	3
Gerace Construction Company, Inc.			
E.T. MacKenzie Company	\$ 395,982.20	Same	5
Davis Construction, Inc.	\$ 342,186.43	Same	4
Cordes Excavating, Inc.			
Manigg Enterprises, Inc.			
Prince Bridge & Marine, LTD			
Heystek Contracting Inc.			
J.E. Kloote Contracting, Inc.	\$ 316,718.83	Same	1 **

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge on the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

78831A

Arenac County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Zip Code: 48658.

203. LETTING OF JULY 09, 2004
 PROPOSAL 0407026 ENG. EST. LOW BID
 \$ 1,527,956.90 \$ 1,369,520.19
 PROJECT STH 23609-53732, ETC
 LOCAL AGRMT. 04-5304 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2004 -10.37 %

Intersection realignment and geometrics and reconstruction on Willow Highway at Creyts Road intersection, widening from two to three lanes on Creyts Road from Woodstream Drive to Willow Highway along with intersection realignment, and geometrics, reconstruction, and traffic signalization on Willow Highway at Webster Road intersection, Eaton County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 1,517,522.21	Same	6
Milbocker and Sons, Inc.			
Fisher Contracting Company			
Bailey Excavating, Inc.	\$ 1,448,353.64	Same	5
Nashville Construction Company	\$ 1,390,455.78	Same	2
C & D Hughes, Inc.	\$ 1,369,520.19	Same	1 **
E.T. MacKenzie Company			
Cadwell Brothers Construction	\$ 1,447,770.38	Same	4
Ron Bretz Excavating, Inc.			
Aggregate Industries-Central Regio	\$ 1,779,069.46	Same	7
L.J. Construction, Inc.	\$ 1,398,456.17	Same	3

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

53732A	
Eaton County	23.88 %
Federal Highway Administration Funds	76.12 %
55936A	
Eaton County	31.13 %
Federal Highway Administration Funds	68.87 %
59886A	
Eaton County	31.04 %
Federal Highway Administration Funds	68.96 %

Zip Code: 48917.

Resurface and aggregate shoulder installation on Clark Road from Wood Road to Chandler Road, on Grange Road from Cutler Road to Lehman Road, on Price Road from Dewitt Road to US-27 BR, on Price Road from Westphalia village limits to Tallman Road, along with guardrail installation on Grange Road from Jason Road southerly (0.25 mi) and on Grange Road from Howe Road northerly (0.27 mi), Clinton County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,263,205.30	Same	3
Michigan Paving & Materials Co.	\$ 1,025,622.45	Same	1 **
Bernie Johnson Trucking, Inc.			
Aggregate Industries-Central Region	\$ 1,258,750.02	Same	2

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

55960A	Clinton County	20.00 %
	Federal Highway Administration Funds	80.00 %
55961A	Clinton County	20.00 %
	Federal Highway Administration Funds	14.00 %
	State Restricted Trunkline Funds	66.00 %
55963A	Clinton County	20.00 %
	Federal Highway Administration Funds	80.00 %
55965A	Clinton County	20.00 %
	Federal Highway Administration Funds	80.00 %
73604A	Clinton County	20.00 %
	Federal Highway Administration Funds	80.00 %

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.
New Project Identification: Resurfacing.
Zip Code: 48808.

205. LETTING OF JULY 09, 2004
 PROPOSAL 0407028
 PROJECT STL 11040-58051
 LOCAL AGRMT. 04-5292
 START DATE - 10 days after award
 COMPLETION DATE - 40 working days

ENG. EST.	LOW BID
\$ 316,381.10	\$ 282,630.68
% OVER/UNDER EST.	
-10.67 %	

1.63 mi of rehabilitation including trenching, aggregate base, hot mix asphalt surfacing, aggregate shoulders, drainage improvements, guardrail installation, traffic control and slope restoration, on Deans Hill Road from Hochberger Road easterly to M-140 in Berrien Township, Berrien County.

BIDDER		AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$	283,454.97	Same	2
Consumers Asphalt Company	\$	282,630.68	Same	1 **

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

58051A	
Berrien County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 49111.

206. LETTING OF JULY 09, 2004
 PROPOSAL 0407029
 PROJECT CM 70414-56065
 LOCAL AGRMT. 04-5268
 START DATE - 10 days after award
 COMPLETION DATE - APRIL 01, 2005

ENG. EST. \$ 1,755,806.56
 LOW BID \$ 2,129,098.96
 % OVER/UNDER EST. 21.26 %

Construction of a freestanding non-motorized steel beam bridge over Macatawa River adjacent to River Avenue Bridge, in Holland Township, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 2,534,709.80	Same	6
L. W. Lamb, Inc.	\$ 2,207,753.94	Same	4
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.	\$ 2,155,090.34	Same	2
Midwest Bridge Company			
Hardman Construction, Inc.	\$ 2,253,694.68	Same	5
Walter Toebe Construction Co.			
E.T. MacKenzie Company			
Davis Construction, Inc.	\$ 2,129,098.96	Same	1 **
Anlaan Corporation	\$ 2,187,691.77	Same	3
Prince Bridge & Marine, LTD			
J.E. Kloote Contracting, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

56065A

Ottawa County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 49423.

207. LETTING OF JULY 09, 2004
 PROPOSAL 0407030
 PROJECT STL 41401-56398
 LOCAL AGRMT. 04-5258
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 25, 2004

ENG. EST.	LOW BID
\$ 458,761.00	\$ 382,317.77
% OVER/UNDER EST.	
	-16.66 %

3.0 mi of road resurfacing including hot mix asphalt base
 crushing and shaping, hot mix asphalt pavement, concrete
 curb and gutter and permanent pavement marking on Algoma
 Avenue from 17 Mile Road to 20 Mile Road, Kent County.

BIDDER		AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$	463,714.05	Same	3
Michigan Paving & Materials Co.	\$	382,317.77	Same	1 **
Bernie Johnson Trucking, Inc.				
Aggregate Industries-Central Region	\$	447,773.84	Same	2

3 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative
 oversight only.

Source of Funds:

56398A

Kent County

49.00 %

Federal Highway Administration Funds

51.00 %

Zip Code: 49319.

208. LETTING OF JULY 09, 2004
 PROPOSAL 0407031
 PROJECT STUL 58416-75511
 LOCAL AGRMT. 04-5230
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2004

ENG. EST.	LOW BID
\$ 386,586.25	\$ 297,882.75
% OVER/UNDER EST.	
	-22.95 %

1.35 mi of cold milling hot mix asphalt surface, base repair
 and hot mix asphalt resurfacing on Stewart/Cole Road from US-24
 to North Macomb Street, Monroe County.

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 297,882.75	Same	1 **
Barrett Paving Materials, Inc.	\$ 376,687.12	Same	3
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 311,751.62	Same	2

3 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative
 oversight only.

Source of Funds:

75511A	
Monroe County	18.15 %
Federal Highway Administration Funds	81.85 %

Zip Code: 48162.

209. LETTING OF JULY 09, 2004
 PROPOSAL 0407032 ENG. EST. LOW BID
 \$ 291,238.50 \$ 200,704.81
 PROJECT BRO 54007-56568
 LOCAL AGRMT. 04-5259 % OVER/UNDER EST.
 START DATE -- 10 days after award
 COMPLETION DATE -- NOVEMBER 15, 2004 -31.09 %

Remove existing structure, construction of a glu-lam stringer timber bridge and related approach work on Hoover Road over North Branch of the Chippewa River, in Fork Township, Mecosta County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 286,698.81	Same	5
Milbocker and Sons, Inc.	\$ 200,704.81	Same	1 **
Hardman Construction, Inc.			
Gerace Construction Company, Inc.			
E.T. MacKenzie Company			
Miller Development, Inc.	\$ 205,164.56	Same	2
Davis Construction, Inc.	\$ 255,656.36	Same	4
Anlaan Corporation			
Prince Bridge & Marine, LTD			
Quantum Construction Company, Inc.			
J.E. Kloote Contracting, Inc.	\$ 222,462.73	Same	3

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

56568A	
Mecosta County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Zip Code: 49305.

210. LETTING OF JULY 09, 2004
 PROPOSAL 0407033 ENG. EST. LOW BID
 \$ 137,042.00 \$ 138,946.47
 PROJECT STUL 31437-76825
 LOCAL AGRMT. 04-5252 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 17, 2004 1.39 %

0.73 mi of hot mix asphalt base crushing and
 shaping, cold milling hot mix asphalt surface and
 resurfacing on Sharon Avenue from M-26 to Houghton, in the
 city of Houghton, Houghton County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 138,946.47	Same	1 **
Payne & Dolan, Inc.	\$ 149,231.37	Same	2

2 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative
 oversight only.

Source of Funds:

76825A	
Federal Highway Administration Funds	81.85 %
City of Houghton	18.15 %

Zip Code: 49931.

211. LETTING OF JULY 09, 2004
 PROPOSAL 0407034 ENG. EST. LOW BID
 \$ 195,576.75 \$ 175,868.18
 PROJECT STE 15012-50921
 LOCAL AGRMT. 04-5264 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 30, 2004 -10.08 %

Construction of a 10 ft. wide non-motorized hot mix
 asphalt path in the M-66 right of way, on Lake Street (M-66)
 from Erie Street to 0.04 mi north of Water Street (M-32) in
 the city of East Jordan, Charlevoix County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.			
Payne & Dolan, Inc.	\$ 175,868.18	Same	1 **
H & D, Inc.	\$ 221,405.40	Same	2
Manigg Enterprises, Inc.	\$ 261,653.35	Same	3

3 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative
 oversight only.

Zip Code: 49727.

212.	LETTING OF JULY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0407035	\$ 338,159.86	\$ 357,455.70
	PROJECT STL 80026-78915		
	LOCAL AGRMT. 04-5274		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2004		5.71 %

1.03 mi of rehabilitation including tree removal, roadway grading, aggregate base, hot mix asphalt base crushing and shaping, drainage improvements, hot mix asphalt surfacing, pavement markings, traffic control and restoration, on County Road 354 from County Road 652 easterly to 22nd Street in Porter Township, Van Buren County.

BIDDER	AS-READ	AS-CHECKED	
Milbocker and Sons, Inc.			
Peters Construction Co.	\$ 434,737.37	Same	4
Michigan Paving & Materials Co.	\$ 357,455.70	Same	1 **
Consumers Asphalt Company			
Kalin Construction Co., Inc.			
Nashville Construction Company	\$ 466,077.79	Same	5
Brenner Excavating, Inc.	\$ 368,536.35	Same	2
Northern Construction Services, Co.	\$ 427,740.69	\$ 429,740.69	3

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Zip Code: 49065.

213. LETTING OF JULY 09, 2004
 PROPOSAL 0407036
 PROJECT STU 63459-56304
 LOCAL AGRMT. 04-5294
 START DATE - 10 days after award
 COMPLETION DATE - 90 calendar days

ENG. EST.	LOW BID
\$ 677,247.07	\$ 598,508.14
% OVER/UNDER EST.	
	-11.63 %

1.0 mi of concrete pavement and joint repairs, curb and gutter, sidewalk work and minor hot mix asphalt resurfacing work on Auburn Road from Woodward Avenue to Martin Luther King Jr. Boulevard, in the city of Pontiac, Oakland County.

6.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 684,233.67	Same	2
Peter A. Basile Sons, Inc.			
Snowden, Inc.			
John Carlo, Inc.			
Florence Cement Company	\$ 717,003.17	Same	3
Angelo Iafrate Construction Company			
Six-S, Inc.	\$ 598,508.14	Same	1 **

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

56304A

Federal Highway Administration Funds	35.00 %
City of Pontiac	65.00 %

Zip Code: 48342.

214. LETTING OF JULY 09, 2004
 PROPOSAL 0407037 ENG. EST. LOW BID
 \$ 309,155.90 \$ 306,980.78
 PROJECT STU 63459-56317
 LOCAL AGRMT. 04-5295 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 60 calendar days -0.70 %

0.57 mi of hot mix asphalt cold milling and hot mix asphalt
 resurfacing on Orchard Lake Road from Old Telegraph Road to
 Voorhies Road, in the city of Pontiac, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 323,143.80	Same	3
John Carlo, Inc.	\$ 313,026.66	Same	2
Florence Cement Company	\$ 376,264.55	Same	4
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 306,980.78	Same	1 **

4 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative
 oversight only.

Source of Funds:

56317A	
Federal Highway Administration Funds	52.00 %
City of Pontiac	48.00 %

Zip Code: 48341.

215. LETTING OF JULY 09, 2004
 PROPOSAL 0407038 ENG. EST. LOW BID
 \$ 347,949.50 \$ 282,839.10
 PROJECT STUL 13446-76835
 LOCAL AGRMT. 04-5283 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 01, 2004 -18.71 %

2.11 mi of hot mix asphalt resurfacing, cold milling hot mix
 asphalt surface, miscellaneous curb and gutter and sidewalk
 work on Verona Road from West Drive to Plum Street, on
 Hanover Street from West Drive to Monroe Street, on Linden
 Street from Hanover Street to the CSX Railroad tracks, and
 on Monroe Street from Hanover Street to Pearl Street, in the
 city of Marshall, Calhoun County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 378,046.25	Same	2
Michigan Paving & Materials Co.	\$ 282,839.10	Same	1 **

2 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

76835A
 Federal Highway Administration Funds 80.00 %
 City of Marshall 20.00 %

Zip Code: 49068.

216. LETTING OF JULY 09, 2004
 PROPOSAL 0407039 \$ ENG. EST. 415,163.40 \$ LOW BID 388,055.36
 PROJECT BRO 46021-56559
 LOCAL AGRMT. 04-5256 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 01, 2004 -6.53 %

Removal of a single span bridge, construction of a prestressed post-tensioned concrete box beam bridge and related approach work on North Adrian Highway over Evans Creek, in Franklin and Tecumseh Townships, Lenawee County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 484,478.66	Same	7
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 407,759.48	Same	3
Milbocker and Sons, Inc.	\$ 415,662.97	Same	4
Midwest Bridge Company			
Walter Toebe Construction Co.	\$ 514,064.86	Same	8
E.T. MacKenzie Company	\$ 463,655.90	Same	6
Davis Construction, Inc.	\$ 453,000.38	Same	5
Anlaan Corporation			
Prince Bridge & Marine, LTD			
Quantum Construction Company, Inc.	\$ 399,540.40	Same	2
J.E. Kloote Contracting, Inc.	\$ 388,055.36	Same	1 **

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

56559A
 Lenawee County 5.00 %
 Federal Highway Administration Funds 80.00 %
 State Restricted Trunkline Funds 15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

218. LETTING OF JULY 09, 2004
 PROPOSAL 0407041
 PROJECT STUL 13427-76815
 LOCAL AGRMT. 04-5282
 START DATE - 10 days after award
 COMPLETION DATE - MAY 20, 2005

ENG. EST.	LOW BID
\$ 167,543.50	\$ 178,424.73
% OVER/UNDER EST.	
6.49 %	

0.34 mi of hot mix asphalt surface removal, pavement removal, hot mix asphalt paving, curb and gutter and sidewalks on South Eaton Street from Irwin Avenue to Erie Street in the city of Albion, Calhoun County.

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 178,424.73	Same	1 **

1 Bidder

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

76815A	
City of Albion	18.15 %
Federal Highway Administration Funds	81.85 %

Zip Code: 49224.

219. LETTING OF JULY 09, 2004
 PROPOSAL 0407042
 PROJECT STU 25402-56225
 LOCAL AGRMT. 04-5311
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 04, 2005

ENG. EST.	LOW BID
\$ 6,637,206.00	\$ 6,330,511.11
% OVER/UNDER EST.	
-4.62 %	

Road reconstruction and watermain replacement on Pierson Road from Fleming Road to Horton Road in the city of Flint, Genesee County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Fisher Contracting Company			
Ace Asphalt & Paving Co. Inc.			
Dan's Excavating, Inc.	\$ 6,614,087.34	\$ 6,614,087.39	4
Champagne and Marx Excavating, Inc.	\$ 6,577,409.48	Same	3
Rohde Brothers Excavating, Inc.			
Pamar Enterprises, Inc.			
Zito Construction Co.	\$ 6,654,654.54	Same	5
L. D'Agostini & Sons, Inc.			
Six-S, Inc.	\$ 6,330,511.11	Same	1 **
Cadillac Asphalt, LLC.	\$ 6,366,025.04	Same	2

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

56225A		
Federal Highway Administration Funds	53.57 %	
City of Flint	46.43 %	

Zip Code: 48505.

220.	LETTING OF JULY 09, 2004	ENG. EST.	LOW BID
	PROPOSAL 0407044	\$ 520,621.00	\$ 458,019.64
	PROJECT STL 33403-55964		
	LOCAL AGRMT. 04-5307		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 05, 2004		-12.02 %

1.49 mi of road and bridge rehabilitation, including earthwork, aggregate base, drainage, hot mix asphalt paving, structural concrete, guardrail, curb and gutter, pavement marking, slope restoration and maintaining traffic on Howell Road from Okemos Road to Wolverine Road and the bridge over Mud Creek, in Alaiedon and Vevay Townships, Ingham County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
Milbocker and Sons, Inc.			
Michigan Paving & Materials Co.			
Hardman Construction, Inc.			
Nashville Construction Company	\$ 542,301.15	Same	2
C & D Hughes, Inc.	\$ 553,528.07	Same	3
E.T. MacKenzie Company			
Davis Construction, Inc.			
Anlaan Corporation			
Prince Bridge & Marine, LTD			
Cadwell Brothers Construction			
Aggregate Industries-Central Region	\$ 458,019.64	Same	1 **

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

55964A		
Ingham County	20.00 %	
Federal Highway Administration Funds	80.00 %	

Zip Code: 48854.

221. LETTING OF JULY 09, 2004
 PROPOSAL 0407045 ENG. EST. LOW BID
 \$ 706,524.50 \$ 687,077.91
 PROJECT EDDF 61555-76808
 LOCAL AGRMT. 04-5310 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 41 working days -2.75 %

4.0 mi of road resurfacing, including cold-in-place recycling, hot mix asphalt paving, paved shoulders, aggregate shoulders, pavement markings and maintaining traffic on Heights-Ravenna Road from Wolf Lake Road easterly to Ensley Road, in Sullivan Township, Muskegon County.

BIDDER		AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$	769,371.41	Same	2
Michigan Paving & Materials Co.	\$	687,077.91	Same	1 **
Omans Contracting, Inc.	\$	799,460.41	Same	3
Aggregate Industries-Central Region				

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

76808A		
Muskegon County		32.30 %
Federal Highway Administration Funds		67.70 %

Zip Code: 49415.

222. LETTING OF JULY 09, 2004
 PROPOSAL 0407058 ENG. EST. LOW BID
 \$ 398,356.95 \$ 571,645.77
 PROJECT STU 82400-75535
 LOCAL AGRMT. 04-5277 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 16, 2005 43.50 %

1.0 mi of cold milling hot mix asphalt surface, hot mix asphalt resurfacing, adjusting drainage structures, concrete sidewalk and sidewalk ramp construction and pavement markings on Tireman Avenue from Miller Road to east city limits, in the cities of Dearborn and Detroit, Wayne County.

BIDDER		AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.				
Ajax Paving Industries, Inc.	\$	571,645.77	Same	1 **
Barrett Paving Materials, Inc.	\$	649,627.52	Same	3
ABC Paving Company				
Cadillac Asphalt, LLC.	\$	585,203.49	Same	2

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

75535A
 City of Dearborn 18.15 %
 Federal Highway Administration Funds 81.85 %

Zip Code: 48126.

223. LETTING OF JULY 09, 2004 ENG. EST. LOW BID
 PROPOSAL 0407059 \$ 730,807.50 \$ 659,642.00
 PROJECT STUL 11413-49251
 LOCAL AGRMT. 04-5306 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 70 working days -9.74 %

Hot mix asphalt cold milling, roadway reconstruction and hot mix asphalt resurfacing, curb and gutter, storm sewer and minor guardrail work on Glenlord Road from Cleveland Avenue to M-63, in Lincoln and Royalton Townships, Berrien County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Milbocker and Sons, Inc.			
Peters Construction Co.			
Michigan Paving & Materials Co.	\$ 659,642.00	Same	1 **
Kalin Construction Co., Inc.	\$ 665,708.52	Same	2
Nashville Construction Company	\$ 802,907.89	Same	4
Northern Construction Services, Co	\$ 730,051.69	Same	3

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

49251A
 Berrien County 24.83 %
 Federal Highway Administration Funds 75.17 %

Zip Code: 49127.

224. LETTING OF JULY 09, 2004
 PROPOSAL 0407060
 PROJECT STL 26030-72427
 LOCAL AGRMT. 04-5298
 START DATE - 10 days after award
 COMPLETION DATE - MAY 27, 2005

ENG. EST. \$ 500,605.00
 LOW BID \$ 357,533.99
 % OVER/UNDER EST. -28.58 %

1.07 mi of road reconstruction with aggregate surface, including clearing, earthwork, muck treatment, subbase, hot mix asphalt approaches, drainage, slope restoration and maintaining traffic on Howard Road from Hockaday Road to Shaffer Road in Buckeye Township, Gladwin County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 430,999.79	Same	4
Fisher Contracting Company	\$ 524,190.41	Same	7
Mead Bros. Excavating, Inc.			
M & M Excavating Co., Inc.	\$ 426,907.00	Same	3
Bourdow Trucking Company			
C. R. Hunt Construction Co.	\$ 396,484.85	Same	2
Champagne and Marx Excavating, Inc.	\$ 624,437.02	Same	10
Rohde Brothers Excavating, Inc.			
Manigg Enterprises, Inc.			
CJ's Excavating Septic Service			
Bernie Johnson Trucking, Inc.	\$ 357,533.99	Same	1 **
Porath Contractors, Inc.	\$ 539,752.10	Same	9
L.J. Construction, Inc.	\$ 479,837.50	Same	5
3-S Construction, Inc.	\$ 531,550.86	Same	8
Central Michigan Contracting, Inc.	\$ 504,583.00	Same	6

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

72427A

Gladwin County	20.00 %
Federal Highway Administration Funds	80.00 %

Zip Code: 48612.

225. LETTING OF JULY 09, 2004
 PROPOSAL 0407061
 PROJECT STE 81406-51011
 LOCAL AGRMT. 04-5273
 START DATE - 10 days after award
 COMPLETION DATE - 75 calendar days

ENG. EST.	230,182.80	LOW BID	208,815.05
% OVER/UNDER EST.			-9.28 %

Construct 10 ft. wide hot mix asphalt pathway, planting and electrical work on Huron River Drive from Leforge Road westerly to Cornell Road south just past Ainsley Street in the city of Ypsilanti, Washtenaw County.

BIDDER	AS-READ	AS-CHECKED	
DeAngelis Landscape, Inc.			
Peter A. Basile Sons, Inc.	\$ 245,768.05	Same	2
Florence Cement Company			
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 249,269.33	Same	3
Pro-Line Asphalt Paving Corp.	\$ 208,915.05	\$ 208,815.05	1 **

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

51011A	
Federal Highway Administration Funds	78.32 %
City of Ypsilanti	21.68 %

Zip Code: 48917.

226. LETTING OF JULY 09, 2004
 PROPOSAL 0407062
 PROJECT STH 16609-78210
 LOCAL AGRMT. 04-5263
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 14, 2004

ENG. EST. \$ 310,149.59
 LOW BID \$ 297,590.25
 % OVER/UNDER EST. -4.05 %

0.31 mi of reconstruction including embankment, earth excavation, aggregate base, drainage improvements, hot mix asphalt surfacing, retaining wall, pavement markings, traffic control and restoration, on Mullett-Burt Road at Richardson Road intersection, in Mullett Township, Cheboygan County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
Rieth-Riley Construction Co., Inc.	\$ 359,846.57	Same	4
Fisher Contracting Company			
E.F. Wilkinson & Sons, Inc.	\$ 360,172.99	\$ 358,390.99	5
Payne & Dolan, Inc.			
M & M Excavating Co., Inc.	\$ 394,204.90	Same	6
MDC Contracting, LLC	\$ 297,590.25	Same	1 **
H & D, Inc.	\$ 479,495.11	Same	7
Norris Contracting, Inc.	\$ 332,962.36	Same	3
Manigg Enterprises, Inc.			
Bernie Johnson Trucking, Inc.	\$ 318,681.31	Same	2
L.J. Construction, Inc.			
J.E. Kloote Contracting, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

78210A
 Cheboygan County 20.00 %
 Federal Highway Administration Funds 80.00 %

Zip Code: 49721.

227. LETTING OF JULY 09, 2004
 PROPOSAL 0407063
 PROJECT EDDF 56555-76584
 LOCAL AGRMT. 04-5302
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2004

ENG. EST.	LOW BID
\$ 895,308.90	\$ 823,834.37
% OVER/UNDER EST.	
-7.98 %	

3.57 mi of road resurfacing, including base crushing and shaping, cold milling, aggregate base, hot mix asphalt paving, paved shoulders, concrete curb and gutter, guardrail, slope restoration and maintaining traffic on Meridian Road from south of East Gordonville Road to south of M-20 in Homer, Lee and Mt. Haley Townships and on Sixth Street from Railway Street northerly in the city of Coleman, Midland County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 858,384.34	Same	2
Rieth-Riley Construction Co., Inc.	\$ 862,670.40	Same	3
Central Asphalt, Inc.	\$ 823,834.37	Same	1 **
Pyramid Paving & Contracting	\$ 939,832.43	Same	4
Bernie Johnson Trucking, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76584A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: Resurfacing.

Zip Code: 48640.

228. LETTING OF JULY 09, 2004
 PROPOSAL 0407064
 PROJECT STU 82457-79869
 LOCAL AGRMT. 04-5280
 START DATE - 10 days after award
 COMPLETION DATE - 60 working days

ENG. EST.	LOW BID
\$ 935,684.40	\$ 902,462.01
% OVER/UNDER EST.	
-3.55 %	

1.53 km of bituminous resurfacing with pavement rehabilitation, concrete pavement replacement, bridge approach and superstructure reconstruction, concrete pavement repair, concrete curb cap repair, adjusting of drainage structures, guardrail and pavement markings on 6 Mile Road from Middlebelt Road to Inkster Road, in the city of Livonia, Wayne County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 905,300.63	Same	2
Florence Cement Company			
Dan's Excavating, Inc.			
Barrett Paving Materials, Inc.	\$ 1,160,784.55	Same	3
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 902,462.01	Same	1 **

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

79869A

Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

Zip Code: 48154.

229. LETTING OF JULY 09, 2004
 PROPOSAL 0407065
 PROJECT EDDF 74555-77753
 LOCAL AGRMT. 04-5308
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 12, 2004

ENG. EST.	LOW BID
\$ 665,169.00	\$ 674,186.08
% OVER/UNDER EST.	
1.36 %	

7.03 mi of hot mix asphalt surfacing, including aggregate base, aggregate shoulders, paved shoulders, curb and gutter, pavement markings and maintaining traffic on Frenchline Road from M-53 to Juhl Road, in Marlette and Elmer Townships, Sanilac County.

BIDDER		AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$	734,861.08	Same	2
Albrecht Sand & Gravel Co.	\$	674,186.08	Same	1 **
Pyramid Paving & Contracting	\$	896,352.18	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

77753A

Sanilac County	20.00 %
Federal Highway Administration Funds	35.00 %
State Restricted Trunkline Funds	45.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: Resurfacing.

Zip Code: 48453.

230. LETTING OF JULY 09, 2004
 PROPOSAL 0407066
 PROJECT CMG 61407-56064
 LOCAL AGRMT. 04-5251
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2004

ENG. EST.	LOW BID
\$ 393,314.31	\$ 357,758.19
% OVER/UNDER EST.	
-9.04 %	

Traffic signal improvements at various locations within the city of Muskegon Heights, including controller and cabinet replacements, signal face replacements, detection cameras and traffic loop improvements, on Sherman Boulevard at Getty Street, Hoyt Street, Baker Street, Peck Street and Sanford Street, Hume Avenue at Sanford Street, Broadway Avenue at Sixth Street, and Summit Avenue at Temple Street, Gendale Street, Howden Street and Getty Street in the city of Muskegon Heights, Muskegon County.

BIDDER	AS-READ	AS-CHECKED	
Strain Electric Company			
Trans Tech Electric, Inc.	\$ 400,088.20	Same	4
J. Ranck Electric, Inc.			
John R. Howell, Inc.	\$ 371,067.66	Same	2
Top Rail Electric Company	\$ 357,758.19	Same	1 **
DVT Electric, Inc	\$ 379,430.50	Same	3

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

This project is a federal/local project with MDOT conducting administrative oversight only.

Source of Funds:

56064A

Federal Highway Administration Funds	89.17 %
City of Muskegon Heights	10.83 %

Zip Code: 49444.

231. LETTING OF JULY 09, 2004
 PROPOSAL 0407067
 PROJECT EDC 25544-77408
 LOCAL AGRMT. 04-5316
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST. \$ 1,597,940.60
 LOW BID \$ 1,410,310.91
 % OVER/UNDER EST. -11.74 %

Widening and reconstruction of existing road on Court Street
 from Genesee Road to Belsay Road in the city of Burton, Genesee
 County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 1,528,071.35	Same	5
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Ace Asphalt & Paving Co. Inc.			
Lois Kay Contracting Co.	\$ 1,751,357.94	Same	9
Angelo Iafrate Construction Company			
Champagne and Marx Excavating, Inc.	\$ 1,474,531.70	Same	2
C & D Hughes, Inc.	\$ 1,530,214.77	Same	7
Zito Construction Co.	\$ 1,573,450.96	Same	8
Ron Bretz Excavating, Inc.	\$ 1,521,213.15	Same	4
Genoak Construction Company	\$ 1,410,310.91	Same	1 **
Cadillac Asphalt, LLC.	\$ 1,503,000.00	Same	3
L.J. Construction, Inc.	\$ 1,528,580.84	Same	6
3-S Construction, Inc.			

9 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for traffic congestion mitigation on roads in
 an urban county under local jurisdiction. It was selected through a process outlined
 in the Transportation Equity Act for the 21st Century by the local agency regional
 planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the Federal Aid Highway system is further preserved
 by providing a benefit to the traveling public and increased economic interest. In
 addition, further services the quality of life for the people of Michigan.

Funding Source:

77408A

City of Burton	20.00 %
State Restricted Economic Development Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best
 estimate of probable construction cost. The contract's final cost will be based on
 actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the State must use Federal funds, in-
 turn, this project would take precedence over other projects on the Transportation
 Improvement Plan.

Cost Reduction: This is a construction contract where the low bidder is awarded the
 project. Any negotiations made prior to award of the contract are in violation of
 Federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Zip Code: 48509.

232. LETTING OF JULY 09, 2004
 PROPOSAL 0407068
 PROJECT BRO 26006-56496
 LOCAL AGRMT. 04-5249
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 05, 2004

ENG. EST.	LOW BID
\$ 571,619.50	\$ 482,069.37
% OVER/UNDER EST.	
-15.67 %	

Bridge replacement and related approach work on
 Grass Lake Road at the West Branch of the Tittabawassee
 River, in Butman Township, Gladwin County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
L. W. Lamb, Inc.			
Rieth-Riley Construction Co., Inc.	\$ 497,997.42	Same	4
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.			
Midwest Bridge Company			
Fisher Contracting Company	\$ 578,987.14	Same	12
M & M Excavating Co., Inc.	\$ 488,876.75	Same	3
Rohde Brothers Excavating, Inc.	\$ 533,798.00	Same	8
John Henry Excavating, Inc.	\$ 558,780.00	Same	10
Walter Toebe Construction Co.			
Miller Development, Inc.			
Davis Construction, Inc.	\$ 530,101.07	Same	6
Anlaan Corporation	\$ 482,069.37	Same	1 **
Prince Bridge & Marine, LTD			
The Isabella Corporation			
Bernie Johnson Trucking, Inc.	\$ 539,919.02	Same	9
Porath Contractors, Inc.	\$ 564,380.22	Same	11
L.J. Construction, Inc.	\$ 488,869.50	Same	2
3-S Construction, Inc.	\$ 532,273.60	Same	7
J.E. Kloote Contracting, Inc.	\$ 528,811.60	Same	5

12 Bidders

By association with the above construction contract we are also asking for
 approval of the above-referenced cost participation agreement.

Purpose/Business Case: The project is for the replacement of a bridge off the Federal
 aid system under local jurisdiction. This project was selected through the critical
 bridge selection process set under Public Act 51 of 1951.

Benefit: By awarding this project, the transportation system is further preserved
 providing increased economic value and quality of life for the traveling public.

Funding Source:

56496A

Gladwin County	5.10 %
Federal Highway Administration Funds	79.92 %
State Restricted Trunkline Funds	14.98 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best
 estimate of probable construction cost. The contract's final cost will be based on
 actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Zip Code: 48624.

233. LETTING OF JULY 09, 2004
 PROPOSAL 0407069 \$ ENG. EST. LOW BID
 PROJECT EDF 22566-77738 \$ 409,537.46 \$ 439,729.28
 LOCAL AGRMT. 04-5318 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 05, 2004 7.37 %

1.84 mi of rehabilitation including hot mix asphalt base crushing and shaping, aggregate base, hot mix asphalt surfacing, aggregate shoulders, drainage improvements, intersection improvements, guardrail, pavement markings, traffic control and restoration on Breitung Cut-Off Road from Taft Street easterly to US-141, in Breitung Township, Dickinson County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 439,729.28	Same	1 **
Payne & Dolan, Inc.	\$ 471,588.35	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Purpose/Business Case: This project is for creating an all-season road system under local jurisdiction that connects State trunklines in rural counties. This project was selected through a process outlined in the Transportation Equity Act for the 21st Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the State trunkline system is complimented and seasonal disruptions due to load restrictions are minimized. In addition, increased economic benefit and the quality of life for the people of Michigan are provided.

Funding Source:

77738A

Dickinson County	20.00 %
State Restricted Economic Development Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the State must use Federal funds, in-turn, this project would take precedence over other projects on the Transportation Improvement Plan.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Zip Code: 49802.

EXTRAS

234. Extra 2004 - 46

Control Section/Job Number: 01051-45827A MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: H & D, Inc.
06795 US-31 North
Bay Shore, MI 49711

Designed By: MDOT
Engineer's Estimate: \$2,432,005.88

Description of Project:

6.20 mi of hot mix asphalt pavement removal, concrete joint repair, hot mix asphalt paving, geometric and drainage improvements including curb and gutter, guardrail replacement and slope restoration on US-23 from the south Alcona County line to the Lake State Railroad crossing north of Greenbush in the township of Greenbush, Alcona County.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 7, 2004	
Original Contract Amount:	\$2,352,686.27	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	1.00	+ 0.00%
THIS REQUEST	<u>488,079.80</u>	<u>+ 20.75%</u>
Revised Total	<u>\$2,840,767.07</u>	+ 20.75%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$2,352,687.27.

Approval of this extra will place the authorized status of the contract 20.75% or \$488,080.80 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 2 r.3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 2

Asphalt Stabilized Crack Relief Layer	14,330.000 Ton @ \$34.06/Ton	<u>\$488,079.80</u>
Total		<u>\$488,079.80</u>

Reason(s) for Extra(s)/Adjustment(s):

This job was initially let to mill six inches of existing asphalt, repair the joints in the concrete base pavement and then overlay with three layers of asphalt. This was a staged project and once three inches of asphalt had been removed, traffic was placed back on the remaining three inches of asphalt, while the contractor milled the other side of the roadway. Without the weight distribution provided by the thicker asphalt, the joints in the concrete deteriorated very rapidly and settled. To ensure that the roadway would still reach its projected design life, the bottom layer of asphalt was changed from an HMA, 3E1 to an Asphalt Stabilized Crack Relief Layer. This type of asphalt has larger aggregate and will better support the upper layers of asphalt over a deteriorating base concrete. The original HMA, 3E1 layer was reduced in this contract modification leaving a net increase of \$131,262.80.

The price of the extra Asphalt Stabilized Crack Relief Layer was negotiated with the contractor and is fair when compared to similar projects done in the past.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 29, 2004, meeting, and is now recommended for approval by the State Administrative Board on August 3, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: State Restricted Trunkline, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48738.

235. Extra 2004 - 47

Control Section/Job Number:	33061-51944A	MDOT Project
State Administrative Board -	This project is under \$800,000 and the total extras exceed the \$48,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	J. Slagter & Son Construction Co. 1326 142nd Avenue Wayland, MI 49348	
Designed By:	MDOT	
Engineer's Estimate:	\$659,966.32	

Description of Project:

Bridge rehabilitation on B01, joint replacement, pin and hanger replacement, deck patching, sidewalk replacement and partial painting of structural steel on M-43 westbound (Oakland Avenue) and B02, joint replacement and substructure repairs on M-43 eastbound (Saginaw Street) over the Grand River in the city of Lansing, Ingham County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	July 8, 2003	
Original Contract Amount:	\$557,814.73	
Total of Overruns/Changes (Approved to Date):	65,353.75	11.72%
Total of Extras/Adjustments (Approved to Date):	24,047.30	+ 4.31%
THIS REQUEST	<u>45,643.08</u>	<u>+ 8.18%</u>
Revised Total	<u>\$692,858.86</u>	+ 24.21%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.03% over the original budget for an **Authorized to Date Amount** of \$647,215.78.

Approval of this extra will place the authorized status of the contract 24.21% or \$135,044.13 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 7 r. 1, 8 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 7		
Removal and Disposal of Asbestos	30,000.000 Dlr @ \$1.00/Dlr	<u>\$30,000.00</u>
Total		<u>\$30,000.00</u>
CM 8		
Removal and Disposal of Asbestos	15,643.080 Dlr @ \$1.00/Dlr	<u>\$15,643.08</u>
Total		<u>\$15,643.08</u>
Grand Total		<u>\$45,643.08</u>

Reason(s) for Extra(s)/Adjustment(s):

A MIOSHA inspector discovered asbestos on conduits under the subject bridges. The engineer directed the contractor to remove the asbestos. The work was done under force account and the records are in the project files.

Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor cannot come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual material costs, and equipment costs based on the “Rental Rate Blue Book for Construction.”

This Extra is now recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 80%; City of Lansing, 0.49%; State Restricted Trunkline, 19.51%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48933, 48906.

236. **Extra 2004 -48**

Control Section/Job Number: 33084-74957-2 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras. The project also has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Michigan Paving & Materials Co.
P.O. Box 787
Belleville, MI 48111-0787

Designed By: MDOT
Engineer's Estimate: \$1,306,863.01

Description of Project:

6.19 mi of hot mix asphalt, cold milling, and resurfacing on I-96 from College Road easterly to Meridian Road and at the Okemos rest area, and new guardrail at the bridge piers of Hagadorn Road in Alaiedon Township, Ingham County.

Administrative Board Approval Date:	December 2, 2003	
Contract Date:	December 29, 2003	
Original Contract Amount:	\$1,297,000.00	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>205,700.00</u>	<u>+ 15.86%</u>
Revised Total	<u>\$1,502,700.00</u>	+ 15.86%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$1,297,000.

Approval of this extra will place the authorized status of the contract 15.86% or \$205,700 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1 r. 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Cold Milling HMA Surface, Adjusted	242,000.000 Syd @ \$0.85/Syd	<u>\$205,700.00</u>
Total		<u>\$205,700.00</u>

Reason(s) for Extra(s)/Adjustment(s):

This project was designed to overlay the entire width of the existing asphalt, including shoulders. The contractor submitted a proposed change to the project, where the existing asphalt would be milled one and one half inches over the inside shoulder and both vehicle lanes, but not the outside shoulder. The outside shoulder was in good condition and the overall cost of the project was reduced. On this same contract modification, the cost of HMA, 5E30 was reduced by \$236,299.05 and the Pavt for Butt Joints, Rem was reduced by \$1,362.50. This is an overall savings of \$31,961.55. There may also be a price savings on a future contract modification related to this change where the amount of shoulder gravel is reduced.

This item is actually an extra because the original bid item was eliminated and this one was substituted. Since the quantity of cold milling was increased from 5,500 square yards to 242,000 square yards, the engineer negotiated a reduction in price from \$2.50 per square yard to \$0.85 per square yard. This price is reasonable when compared to MDOT's Average Unit Price Guide.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 29, 2004, meeting, and is now recommended for approval by the State Administrative Board on August 3, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48864, 48951, 48911, 48854.

237. **Extra 2004 -49**

Control Section/Job Number: 46032-53403-2 Local Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: E. C. Korneffel Co.
2691 Veterans Parkway
Trenton, MI 48183

Designed By: Local Agency
Engineer's Estimate: \$768,130.37

Description of Project:

Construction of pedestrian bridge and entryway landscaping on M-156 over Silver Creek in the city of Morenci, Lenawee County.

Administrative Board Approval Date:	February 3, 2004	
Contract Date:	February 23, 2004	
Original Contract Amount:	\$897,677.51	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>138,000.00</u>	<u>+ 15.37%</u>
Revised Total	<u>\$1,035,677.51</u>	+ 15.37%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$897,677.51.

Approval of this extra will place the authorized status of the contract 15.37% or \$138,000 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 1

Force Account Budget for	138,000.00 dlr @ \$1.00/dlr	<u>\$138,000.00</u>
Watermain Relocation		
Total		<u>\$138,000.00</u>

Reason(s) for Extra(s)/Adjustment(s):

The subject watermain was shown on the plans in the correct position for most of its length. However, when the watermain was excavated, it was discovered that it made an upward movement as it approached the south bank of the stream and would have been in conflict with the proposed structure. The major user of water from this section of the main was Plam Plastics. It was determined that there was a very tight window when the watermain could be shut down and not affect Plam Plastics' operations. The contractor developed a plan and accomplished the work within the required window. This work was done under force account and all records are in the project files.

Section 109.07 - Force Account Work – of the 2003 Standard Specifications for Construction is to be used when MDOT and the contractor cannot come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual material costs, and equipment costs based on the "Rental Rate Blue Book for Construction."

This Extra was recommended for approval by the State Transportation Commission at its July 29, 2004, meeting, and is now recommended for approval by the State Administrative Board on August 3, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 49256.

238. Extra 2004 -50

Control Section/Job Number: 63112-55440A MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: The Oakland Excavating Company
31 Oakland Avenue - LL Suite B
Pontiac, MI 48342

Designed By: Consultant
Engineer's Estimate: \$881,605.93

Description of Project:

0.7 mi of intersection improvements on M-24 from Waldon to Indian Lake Road in the villages of Oxford and Lake Orion, Oakland County.

Administrative Board Approval Date:	September 17, 2002	
Contract Date:	September 24, 2002	
Original Contract Amount:	\$736,582.82	
Total of Overruns/Changes (Approved to Date):	(8,816.22)	- 1.20%
Total of Extras/Adjustments (Approved to Date):	6,854.40	+ 0.93%
Total of Negative Adjustments (Approved to Date):	0.00	0.00%
THIS REQUEST	<u>71,990.78</u>	<u>+ 9.77%</u>
Revised Total	<u>\$806,611.78</u>	+ 9.50%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.27% under the original budget for an **Authorized to Date Amount** of \$734,621.

Approval of this extra will place the authorized status of the contract 9.50% or \$70,028.96 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 8 r.2, 10, 14 r.2, 15 r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 8

Install Secondary Electrical Service	54,037.760 dlr @ \$1.00/dlr	<u>\$54,037.76</u>
and Raising of Primary Electrical Service		
Total		<u>\$54,037.76</u>

CM 10

Pavt Mrkg, Polyurea, Authorized Vehicle	2.000 ea @ \$222.60/ea	\$445.20
Pavt Mrkg, Type NR, Paint, 100mm, White	314.550 m @ \$2.18/m	685.72
Pavt Mrkg, Type NR, Paint, 100mm Yellow	146.910 m @ \$2.18/m	320.26
Removing Spec Mrkg	155.140 m2 @ \$19.96/m2	<u>3,096.59</u>
Total		<u>\$4,547.77</u>

CM 14

Wood Pole, Fit Up, Sec Serv Pole	2.000 ea @ \$920.00/ea	<u>\$1,840.00</u>
Total		<u>\$1,840.00</u>

CM 15

P.J. Cable, 600V, 1, 3/C#10 P.J. Cable,	258.100 m @ \$16.00/m	\$4,129.60
600V, 1, 3/C#6		
P.J. Cable, 600V, 1, 7/C#14, Intercn P.J.	633.900 m @ \$11.73/m	<u>7,435.65</u>
Cable, 600V, 1, 7/C#14		
Total		<u>\$11,565.25</u>

Grand Total

\$71,990.78

Reason(s) for Extra(s)/Adjustment(s):**CM 8**

The extra Install Secondary Electrical Service and Raising of Primary Electrical Service was created to compensate the contractor for work done by Detroit Edison to raise the primary electrical services at two locations, and install a new secondary service as shown on the plans. This work was required to accommodate the signal work being done in this project. The work was shown on the plans and the proposal, but no bid item or dollar value was assigned to the work. In several locations on the plans, a note was shown indicating the work was to be done at no cost to the contractor. Detroit Edison, owner of the services, completed the work and submitted two invoices to the contractor totaling \$54,037.76, which were then submitted to MDOT for payment.

CM 10

The four painting items in this contract modification were inadvertently left out of the contract. Prices for these items were negotiated with the contractor and are reasonable when compared to MDOT's average unit prices (AUP).

CM 14

The extra Wood Pole, Fit Up, Sec Serv Pole was created to compensate the contractor for installing a wood pole to transfer electricity from an existing power source to our traffic signals at two separate locations. Prices for these items were negotiated with the contractor and are reasonable when compared to MDOT's AUP.

Cm 15

The extras on this contract modification were used to pay for the cable and installation of the cables used to interconnect all of the traffic signals at two locations. These items were shown on the plans, but the pay items were inadvertently omitted. Prices for these items were negotiated with the contractor and are reasonable when compared to MDOT's AUP and existing projects within the Oakland TSC.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 80%; State Restricted Trunkline, 20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48359, 48360, 48361, 48362, 48370, 48371.

239. **Extra 2004 - 51**

Control Section/Job Number: 18033-45426A MDOT Project

State Administrative Board - Contract modifications 27, 38 and 74 have individual items that exceed the \$100,000 Ad Board limit for reviewing extras. This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Fisher Contracting Company
P.O. Box 1787
Midland, MI 48641-1787

Designed By: Consultant
Engineer's Estimate: \$18,871,387.87

Description of Project:

13.7 km of rubblizing concrete pavement, bituminous resurfacing, widening, concrete pavement repairs and ramp improvements on US-27 from south of Isabella north county line northerly to Hatton Road, including structure widening and concrete deck overlay on US-27 over south branch Tobacco River and structure replacements on US-27 over Clare Avenue, in Vernon, Grant and Hatton Townships, Clare and Isabella Counties.

Administrative Board Approval Date:	November 6, 2001	
Contract Date:	November 8, 2001	
Original Contract Amount:	\$18,699,999.71	
Total of Overruns/Changes (Approved to Date):	\$1,012,359.45	+ 5.41%
Total of Extras/Adjustments (Approved to Date):	914,667.67	+ 4.89%
THIS REQUEST	<u>820,886.97</u>	<u>+4.39%</u>
Revised Total	<u>\$21,447,913.80</u>	+ 14.69%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.30% over the original budget for an **Authorized to Date Amount** of \$20,627,026.83.

Approval of this extra will place the authorized status of the contract 14.69% or \$2,747,914.09 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2002-37	3 r.3	\$201,337.00	07/16/02
2003-06	20 r.6	\$264,010.00	02/04/03

Contract Modification Number(s): 27 r.2, 38 r.2, 41 r.1, 58 r.8, 59 r.4, 63 r.4, 71 r.2, 73, 74 r.2, 77 r.1, 78 r.2, 79 r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 27		
Idled Equipment Claim – Fisher	127,859.540 dlr @ \$1.00/dlr	<u>\$127,859.54</u>
Total		<u>\$127,859.54</u>
CM 38		
Bit Mixture, 5E3-4C	4,082.360 t @ \$31.37/t	<u>\$128,063.63</u>
Total		<u>\$128,063.63</u>
CM 41		
Guardrail, Reconst, Type T	1,437.000 m @ \$17.48/m	<u>\$25,118.76</u>
Total		<u>\$25,118.76</u>
CM 58		
Lane Closures Remove & Reset	4,295.410 dlr @ \$1.00/dlr	\$4,295.41
Culv, CI1, Smooth-Lined CPE	20.726 m @ \$99.07/m	2,053.32
Damaged Light, Replacement	517.000 ea @ \$15.00/ea	7,755.00
Culv End Sect, Metal, 375 mm	2.000 ea @ \$732.00/ea	1,464.00
Pavt Mrkg, Longit, 125 or Less Width, Rem	207.859 m @ \$1.81/m	376.22
HMA, 5E10, Price Adjustment	33,745.648 t @ \$2.31/t	<u>77,952.45</u>
Total		<u>\$93,896.40</u>
CM 59		
Cold Milling Bit Surface, Special	1,998.530 m2 @ \$13.20/m2	<u>\$26,380.60</u>
Total		<u>\$26,380.60</u>
CM 63		
Pavt, Mrkg, Sprayable Polyurea, Only	2.000 ea @ \$210.00/ea	<u>\$420.00</u>
Total		<u>\$420.00</u>
CM 71		
Survey Staking Errors-Consultant	1.000 dlr @ \$22,748.78/dlr	\$22,748.78
Utility, Telephone-Conflicts	6,059.360 dlr @ \$1.00/dlr	6,059.36
Erosion Control - Backfill Behind Curb	1.000 LS @ \$2,748.21/LS	<u>2,748.21</u>
Total		<u>\$31,556.35</u>
CM 73		
Backfill, Swamp	3,361.747 m3 @ \$11.86/m3	\$39,870.32
Excavation, Peat	2,087.686 m3 @ \$7.08/m3	<u>14,780.82</u>
Total		<u>\$54,651.14</u>
CM 74		
Idled Equipment Claim – Fisher	51,413.820 dlr @ \$1.00/dlr	\$51,413.82
Idled Equipment Claim – Hardman	58,704.00 dlr @ \$1.00/dlr	58,704.00
Clare Avenue Bridge, E 10 Paving	104,281.950 dlr @ \$1.00/dlr	<u>104,281.95</u>
Total		<u>\$214,399.77</u>
CM 77		
Pavt Mrkg, Longit, 125 or Less	120.690 m @ \$1.81/m	<u>\$218.45</u>
Width, Rem		
Total		<u>\$218.45</u>

CM 78		
Price Adjustments for Authorized Extensions of Time	71,897.690 dlr @ \$1.00/dlr	<u>\$71,897.69</u>
Total		<u>\$71,897.69</u>
CM 79		
15" Culvert, Remove and Replace-Fisher Claim	20,857.580 dlr @ \$1.00/dlr	\$20,857.58
24" Culvert, Remove and Replace-Fisher Claim	25,567.060 dlr @ \$1.00/dlr	<u>25,567.06</u>
Total		<u>\$46,424.64</u>
Grand Total		<u>\$820,886.97</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 27

Once work began, an area of unstable soil was discovered. The contractor was forced to delay work while a solution was developed. The extra, Idled Equipment Claim – Fisher was created to compensate the contractor for equipment that had to sit idle while the solution was developed. The contractor submitted equipment costs, which were reviewed by MDOT personnel and compared favorably to the “Rental Rate Blue Book for Construction Equipment.”

CM 38

During construction the contractor asked to place Bit Mixture, 5E3 instead of the Bit Mixture, 4C specified in the contract for the shoulders. The engineer believes the 5E3 mixture is a better product and has created this contract modification to approve the switch. The item Bit Mixture, 4C was reduced by \$128,063.63 on this contract modification leaving a net increase of zero dollars.

CM 41

MDOT installed the guardrail system after the bituminous base course was installed to promote the safety of the traveling public. However, when the contractor tried to adjust the guardrail after the bituminous leveling and top course were applied, it was discovered that the guardrail was outside the tolerance limit and was too low. The extra was created to compensate the contractor for reinstalling the posts to allow the rail to be placed at the correct height in relation to the pavement to provide the proper protection to the traveling public. The price was negotiated with the contractor, and is fair when compared to MDOT's average unit prices.

CM 58

Five extras: Lane Closures Remove & Reset; Culv, CI1, Smooth-Lined CPE; Damaged Light, Replacement; Culv End Sect, Metal, 375 mm; Pavt Mrkg, Longit, 125 or Less Width, Rem were established in earlier contract modifications and increased in this contract modification.

MDOT changed the required aggregate wear index (AWI) on all bituminous jobs and required all jobs, even those already under construction, to use the new AWI. This adjustment was created to increase the price of the bituminous top course to reflect the cost increases due to the change in the AWI. The price of this change was standard throughout the state and is fair.

CM 59

The life of this project extended beyond what was anticipated, which lead to an additional winter shut down. The butt joints had already been cut to allow the finished asphalt layer to be placed. Because the final layer of asphalt could not be completed before winter, the butt joints had to be tapered so that traffic could drive over the change during the winter shut down. The extra Cold Milling Bit Surface, Special was created to compensate the contractor for removing this taper the next season and recreating the original butt joints. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified using Inspector's Daily Reports (IDRs).

CM 63

The standard paint specified in the contract could not be used because it was outside of the temperature limits. The contractor's only option at the time was to use "Sprayable Polyurea". The price was negotiated with the contractor and is fair when compared to MDOT's average unit prices.

CM 71

The extra Survey Staking Errors-Consultant was established in an earlier contract modification and increased in this contract modification.

The slope on the low side of the super elevation, just north of the Clare Avenue bridge on northbound US-27, began to fail due to heavy water run-off. The contractor was asked to install a bituminous curb to help divert the water from the slope and keep slope failure at a minimum. The contractor then fixed the slope problem caused by washouts from the rain. The extra Erosion Control-Backfill Behind Curb was created to compensate the contractor for this work. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified using the IDRs.

The local utility companies were very slow in relocating the utility lines. The contractor at times was forced to cease operations in some areas until the utility companies came in and moved their lines. The extra Utility, Telephone-Conflicts was created to compensate the contractor for the time lost due to the slow response of the utility companies. We are currently trying to collect these costs from the utility companies. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified using the IDRs.

CM 73

Two extras: Backfill, Swamp; Excavation, Peat were established in earlier contract modifications and increased in this contract modification.

CM 74

The extra Idled Equipment Claim – Fisher was established in CM 27 and increased in this CM as the result of a claim submitted by the contractor and resolved at the TSC level.

The extra Idled Equipment Claim – Hardman was established in CM 28 and increased in this CM as a result of a claim submitted by the contractor and resolved at the TSC level.

The extra Clare Avenue Bridge, E 10 Paving was established in CM 33. This extra was created to compensate the contractor for changes to the work in early 2003 that were created due to staking errors. The increase to the established extra is for the same reason, but for work done toward the end of 2003. The staking error created a problem with the approaches to both the northbound and southbound structures. Due to this problem, the approaches had to be removed and replaced within this extra. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified using the IDRs.

CM 77

The extra Pavt Mrkg, Longit, 125 or Less Width, Rem was established in an earlier contract modification and increased in this contract modification.

CM 78

All traffic control devices are paid in a lump sum format for the duration of the contract time period. When an extension of time was granted, the extra Price Adjustments for Authorized Extensions of Time was created to compensate the contractor for the extra time the traffic control devices must remain on the job. The price was developed based on Section 8.12 of the Standard Specifications for Construction.

CM 79

During the summer of 2002, two culverts under US-127 failed. The contractor was paid for this work under existing bid items. The contractor claimed that the work done was not the same as the contract bid items and submitted a claim. The claim was resolved at the TSC level and the extras 15" Culvert, Remove and Replace – Fisher Claim and 24" Culvert, Remove and Replace – Fisher Claim were created to compensate the contractor for removing and replacing the two failed culverts. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified using the IDRs. The original payments made under the contract items have been retracted.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: State Restricted Trunkline, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48617.

240. **Extra 2004 - 52**

Control Section/Job Number:	63459-49889A	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Tony Angelo Cement Construction Co. 46850 Grand River Avenue Novi, MI 48374-1327	
Designed By:	Consultant	
Engineer's Estimate:	\$5,887,927.35	

Description of Project:

Approximately 2.2 km of concrete and bituminous roadway reconstruction and widening from four lanes to five lanes, drainage structures, storm sewer, concrete and bituminous paving, curb and gutter, pavement marking, and traffic signals, on Grand River Avenue 242 m west of Wixom Road to 202 m east of Beck Road, Oakland County.

Administrative Board Approval Date:	June 19, 2001	
Contract Date:	July 10, 2001	
Original Contract Amount:	\$4,178,491.88	
Total of Overruns/Changes (Approved to Date):	465,539.00	11.14 %
Total of Extras/Adjustments (Approved to Date):	711,117.06	+ 17.02 %
THIS REQUEST	<u>\$252,876.08</u>	+ 6.05 %
Revised Total	<u>\$5,608,024.02</u>	+ 34.21 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 28.16% over the original budget for an **Authorized to Date Amount** of \$5,355,147.94.

Approval of this extra will place the authorized status of the contract 34.21% or \$1,429,532.14 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-17	8 r.2	\$677,523.25	03/18/03

Contract Modification Number(s): 9, 10, 12 r.30

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 9

Anchoring Mulch	10,357.080 m2 @\$0.311/m2	\$3,221.05
Type 4 undercutting	250.002 m3 @\$36.25/m3	9,062.57
SIGN, TYPE B, TEMP, PRISMATIC RETROREFLECTIVE SPEC LEGEND	72.000 m2 @\$141.92/m2	10,218.24
TEMP PVMT MRKNG, CURVED ARROW, TYPE NR	26.000 ea @\$95.00/ea	2,470.00
TEMP PVMT MRKNG, 450MM STOP BAR,TYPE NR	163.980 m @\$11.48/m	1,882.49
Temp Pvmt Mrkg, Only Legend, Type R	7.000 ea @\$154.00/ea	1,078.00
TEMP PVMT MRKG, ONLY SYMBOL, TYPE NR	25.000 ea @\$105.00/ea	2,625.00
Temp Pvmt Mrkg, Rt. Turn Arrow, Type R	7.000 ea @\$143.00/ea	1,001.00
Removing Spec Mrkg	38.010 m2 @\$29.59/m2	<u>1,124.72</u>
Total		<u>\$32,683.07</u>

CM 10

PELCO DECORATIVE BASE COVERS	1.000 LS @\$3,722.00/LS	\$3,722.00
ELECTRICAL DOWNTIME	1.000 LS @\$1,432.00/LS	1,432.00
MILLING TO REMOVE TEMP ASPHALT	1.000 LS @\$3,875.00/LS	3,875.00
OVER NEW CONCRETE AT BECK ROAD		
Sidewalk Grading	250.840 m2 @\$9.05/m2	2,270.10
Type C Light Replacement	53.000 ea @\$15.00/ea	795.00
1.5" P.E. PIPE, SPRINKLER	548.780 m @\$5.41/m	2,968.90
35' TURF ROTOR	125.00 ea @\$93.28/ea	11,660.00
1" P.E. PIPE SPRINKLER	1,097.560 m @\$4.66/m	<u>5,114.63</u>
Total		<u>\$31,837.63</u>

CM 12

1.5" PE Pipe, Sprinkler	125.000 m @\$5.41/m	\$676.25
35' Turf Rotor	20.000 ea @\$93.28/ea	1,865.60
Locate and Record Utilities	1.000 LS @\$15,293.42/LS	15,293.42
Regrade Wixom N. Side Due to Staking Er	1.000 LS @\$3,086.22/LS	3,086.22
Sidewalk Drain at Don's	1.000 LS @\$2,315.00/LS	2,315.00
Reset Drainage Structure Due to Staking Er	1.000 LS @\$1,784.39/LS	1,784.39
Restore Ditching at Wixom Road	1.000 LS @\$5,625.00/LS	5,625.00
Obliterate Temp. Drive at Don's	1.000 LS @\$4,740.00/LS	4,740.00
Ditching	186.000 m @\$17.49/m	3,253.14
Ditching	119.000 m @\$17.49/m	2,081.31
Temporary Agg. Base at Wixom Road	1,437.93 t @\$13.65/t	19,627.74
For Staging		
Extra Stage at 12 Mile Road	1.000 ea @\$17,597.72/ea	17,597.72
Sawcut	100.580 m @\$13.19/m	1,326.65
Extra Barricade Cost Due to Ameritech	1.000 LS @\$16,965.59/LS	16,965.59
Delay		
Restock Pelco Decorative Base Covers	12.000 ea @\$403.99/ea	4,847.88
Extra Labor and Equipment Costs for Signal	1.000 LS @\$24,928.44/LS	24,928.44
Sub. Due to Ameritech Delay		
Conduit DB 1,100mm	111.70 m @\$48.95/m	\$5,467.72
Opticom Priority System	4.000 ea @\$9,422.00/ea	37,688.00
Decorative Upsweep Mast Arms	6.000 ea @\$1,759.60/ea	10,557.60
Conduit, Schedule 40, 100mm	21.950 m @\$21.16/m	464.46
Machine Grading	35.000 m @\$26.63/m	932.05
Obliterate Old Road	730.000 m2 @\$8.94/m2	6,526.20
Weed Control	100.000 m2 @\$7.05/m2	<u>705.00</u>
Total		<u>\$188,355.38</u>

Grand Total**\$243,767.58****Reason(s) for Extra(s)/Adjustment(s):****CM 9**

Nine extras: Anchoring Mulch; Type 4 undercutting; SIGN, TYPE B, TEMP, PRISMATIC RETROREFLECTIVE SPEC LEGEND; TEMP PVMT MRKNG, CURVED ARROW, TYPE NR; TEMP PVMT MRKNG, 450MM STOP BAR, TYPE NR; Temp Pvmt Mrkg, Only Legend, Type R; TEMP PVMT MRKNG, ONLY SYMBOL, TYPE NR; Temp Pvmt Mrkg, Rt. Turn Arrow, Type R; Removing Spec Mrkg were established in earlier contract modifications and increased in this contract modification.

CM 10

The extra item PELCO DECORATIVE BASE COVERS was used to pay the contractor for the purchase and installation of these base covers. These covers are required by City of Novi standards. The price was negotiated with the contractor, and was reviewed by the Road Commission for Oakland County (RCOC) Electrical Division and was considered fair when compared to other projects with similar pay items.

The county was required to stake where certain electrical work was done. The county had not done so by the agreed upon time and the extra ELECTRICAL DOWNTIME was created to compensate the electrical contractor for the time they waited until the owner staked where the work was to be done. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified using inspector daily reports (IDR's).

A temporary asphalt overlay over the new concrete was required at Beck Road during the staged construction to minimize grade differences. This work was overlooked during the design stage and was not included in the contract. The extra item MILLING TO REMOVE TEMP ASPHALT OVER NEW CONCRETE AT BECK ROAD was created to compensate the contractor for the removal of this overlay once the project moved on to the next stage. The price was negotiated with the contractor, and is reasonable when compared to MDOT's average unit prices (AUP).

Once work began, changes had to be made to the drainage as it was shown on the plans. The design of this project overlooked that the subgrade of the pavement and the sewer lines ran below the water levels of several adjacent surface runoff retaining ponds. To ensure that the subgrade was dry and the sewer lines were not floating, this area had to be regraded. Due to the regrading, it became necessary to replace more sidewalk than specified on the plans. Part of this replacement required grading the subbase under the new sidewalk. The extra item "Sidewalk Grading" was created to compensate the contractor for this work. Prices for this item were negotiated with the contractor and compared favorably to MDOT's AUP.

The extra Type C Light Replacement was created to compensate the contractor for replacement of lights damaged by traffic. 1996 Standard Specifications for Construction, Section 812.04 A5, requires MDOT to reimburse the contractor for damaged lights at a fixed rate of \$15 per light.

The city of Novi has a watering system installed along the construction site, some of which was damaged during construction. There were no provisions for replacement of the watering system parts in the contract. The extra items 1.5" P.E. PIPE, SPRINKLER, 35' TURF ROTOR, and 1" P.E. PIPE SPRINKLER were created to compensate the contractor for the purchase and installation of these parts to make the city's watering system operational again. The price for each of these items was negotiated with the contractor, and is reasonable when compared to prices in previous projects.

CM 12

Two extras: 1.5" PE Pipe, Sprinkler; 35' Turf Rotor were established in contract modification 10 and increased in this contract modification.

During the planning stage of this contract, interference by local utilities was not considered to be a serious problem. Once work began, many conflicts were discovered. To ensure these conflicts did not create a larger problem during the rest of the project, the engineer directed the contractor to expose and survey the utilities for the entire length of the project. The item Locate and Record Utilities was created to compensate the contractor for this work. This work was done by force account and the appropriate records are stored in the project files.

The consultant staking crew incorrectly staked the crown point of the roadway. This was not discovered until after the initial grading was completed. The extra Regrade Wixom, N. Side Due to Staking Er was created to compensate the contractor for regrading the road. This work was done by force account and the appropriate records are stored in the project files.

Once work was complete, it was discovered that water ponded on the sidewalk in front of Don's of Traverse City. The extra Sidewalk Drain at Don's was created to compensate the contractor for the installation of an additional sidewalk drain at this location. This work was done by force account and the appropriate records are stored in the project files.

The consultant staking crew incorrectly staked a drainage structure. The extra Reset Drainage Structure Due to Staking Er was created to compensate the contractor for resetting the structure. This work was done by force account and the appropriate records are stored in the project files.

The ditching in this area was built according to plans. After completion, it was discovered that as constructed the ditch was inadvertently draining an adjacent wetland. The Michigan Department of Environmental Quality informed the RCOC that they were required to remedy this situation. The extra Restore Ditching at Wixom Road was created to compensate the contractor for this work. This work was done by force account and the appropriate records are stored in the project files.

Per the R.O.W. agreement, an alternate access to Don's of Traverse City was provided to allow customers access during construction. This entrance had to be removed once construction was complete and the area restored to its original condition. This item was inadvertently left off the plans, so the extra Obliterate Temp. Drive @ Don's of Traverse City was created to compensate the contractor for this work. This work was done by force account and the appropriate records are stored in the project files.

Ditching was shown on the plans, but the pay items to cover this work were inadvertently left out of the contract. The two extras on Ditching were created to compensate the contractor for this work. The costs were negotiated with the contractor and are reasonable when compared to MDOT's AUP.

This project was accomplished in several stages. At one point during construction, Grand River Avenue was open between stages and there was a significant elevation difference with Wixom Road. The extra Temporary Agg. Base at Wixom Road for Staging was created to compensate the contractor for placing an aggregate base that equalized the height difference for traffic to drive on. This work was done by force account and the appropriate records are stored in the project files.

An additional stage was added at the intersection of 12 Mile Road and Grand River Avenue to alleviate traffic congestion. This change in staging added to the contractor's costs due to remobilization, repainting and other work associated with this change. This work was done by force account and the appropriate records are stored in the project files.

Originally, the pavement on this project was to be removed from the point of beginning (POB) to the point of ending (POE). Several hundred feet of the project near the POB had been replaced several years before and was in good condition. It was decided not to replace this area of pavement and to save the associated costs. However, there was a storm sewer that had to be reconstructed under one section of this pavement. The extra Sawcut was created to compensate the contractor for the work required to cut through 15" of pavement at this location. The price was negotiated with the contractor, and is reasonable when compared to MDOT's (AUP).

In contract modification 10, the engineer specified the use of decorative bases for overhead signal poles. Once the engineer discovered that the lump sum (LS) price quoted was for each base, the engineer eliminated this item from the contract. The extra Restock Pelco Decorative Base Covers was used to compensate the contractor for the restocking fee associated with eliminating this item after the order was placed. The cost of this extra was negotiated with the contractor and based on actual costs to the contractor, as laid out in Section 109.05 of the 1996 Standard Specifications for Construction.

The job extended into another year and the extra Extra Labor and Equipment Costs for Signal Sub. Due to Ameritech Delay was created to compensate the contractor for additional costs due to labor contract changes. The additional costs are documented in the files and are based on a certified payroll. In addition, traffic control devices are always bid as a LS item based on the projected number of project work days. When extra time is authorized, the pay item for traffic control devices needs to be adjusted to reflect the extra time traffic devices are on the project. The entire cost of this extra is being paid for with County funds. The County is currently seeking reimbursement from Ameritech.

The contractor proposed a change in the construction process. It was proposed that the extra Conduit DB, 1,100 mm be used instead of the Jacked-Bored item in the contract because it was less expensive. This change was reviewed by the engineer and approved. The item Jacked-Bored was reduced in this same contract modification for a net savings of \$4,372.28. Prices for this item were negotiated with the contractor and compared favorably to MDOT's AUP.

The Opticom Priority System is the electronic device that allows emergency vehicles to control traffic signals while in motion. This item was inadvertently left off the plan during the design phase. The price was negotiated with the contractor, and was reviewed by the RCOC Electrical Division. It was considered fair when compared to other projects with similar pay items.

There is a zoning requirement in the city of Novi that requires a certain style of mast arm. The extra Decorative Upsweep Arms was created to compensate the contractor for the difference between the cost of the standard mast arms in the contract and those required by the City of Novi. The price was negotiated with the contractor and was reviewed by the RCOC Electrical Division. It was considered fair when compared to other projects with similar pay items.

The extra Conduit, Schedule 10, 100 mm was created to compensate the contractor for replacing existing irrigation system conduits damaged during construction. The costs were negotiated with the contractor. This work was done by force account and the appropriate records are stored in the project files.

The extra Machine Grading was created to compensate the contractor for re-grading specific areas within the project that had been damaged by traffic during construction. This work was done by force account and the appropriate records are stored in the project files.

The extra Obliterate Old Road was created to compensate the contractor for removing the gravel base placed during the extra staging at Wixom Road discussed above. This work was done by force account and the appropriate records are stored in the project files.

This project extended into a second year and weeds in the area of West Market Square and the Providence Hospital needed to be controlled before they spread into adjoining properties. The extra Weed Control was created to compensate the contractor for spraying the weeds in this area. The price was negotiated with the contractor, and is reasonable when compared to MDOT's AUP.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

Section 109.07 - Force Account Work – of the 1996 Standard Specifications for Construction is to be used when MDOT and the contractor cannot come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, equipment hours worked, and the “Rental Rate Blue Book for Construction.”

These Extras were recommended for approval by the State Transportation Commission at its July 29, 2004, meeting, and are now recommended for approval by the State Administrative Board on August 3, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 70.38%; Oakland County, 29.62%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48374, 48393.

241. **Extra 2004 - 53**

Control Section/Job Number: 82457-53662A Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: E. C. Korneffel Co.
2691 Veterans Parkway
Trenton, MI 48183

Designed By: Local Agency
Engineer's Estimate: \$2,018,426.50

Description of Project:

Bituminous resurfacing, concrete pavement reconstruction, and bridge rehabilitation on Allen Road from Oakwood Boulevard to Greenfield Road, and on Greenfield Road to DTI Railroad including B01 of 82-22-35 over Rouge River, Wayne County.

Administrative Board Approval Date:	November 6, 2001	
Contract Date:	December 3, 2001	
Original Contract Amount:	\$1,954,768.97	
Total of Overruns/Changes (Approved to Date):	41,678.33	+2.13 %
Total of Extras/Adjustments (Approved to Date):	328,570.66	+ 16.81%
Total of Negative Adjustments (Approved to Date):	(8,149.80)	- 0.42%
THIS REQUEST	<u>38,500.00</u>	<u>+ 1.97%</u>
Revised Total	<u>\$2,355,368.16</u>	+ 20.49%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.52% over the original budget for an **Authorized to Date Amount** of \$2,316,868.16.

Approval of this extra will place the authorized status of the contract 20.49% or \$400,599.19 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2002-52	2 r.4	\$200,000.00	11/05/02
2003-20	4 r.3	\$83,252.18	05/06/03

Contract Modification Number(s): 10 r.3, 11 r.2

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 10

Gas Main Protection-Extra	1.000 LS @ \$23,384.89/LS	<u>\$23,384.89</u>
Total		<u>\$23,384.89</u>

CM 11

Pier Cap Replacement-Extra	1.000 LS @ \$15,115.11/LS	<u>\$15,115.11</u>
Total		<u>\$15,115.11</u>

Grand Total	<u>\$38,500.00</u>
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Reason(s) for Extra(s)/Adjustment(s):

CM 10

This project included the hydro-demolition of a bridge deck. This process takes very high pressure water and uses it to remove deteriorated concrete. The subject bridge deck was in poor enough condition that the water was passing through the deck and coming out the bottom side. There was an active gas main hanging below the bridge and this extra was created to compensate the contractor for protecting the gas main during the hydro-demolition procedure. This item was not included in the original contract because it was not anticipated that the hydro-demolition process would remove the entire depth of the deck in certain places. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified by county inspection personnel.

CM 11

This project included removing a series of concrete T-beams and replacing them with a grouping of concrete box beams. Once the beams were removed, it was discovered that two of the pier caps supporting the beams were severely deteriorated. It was recommended by the engineer that these caps be rehabilitated. The Pier Cap Replacement Extra was created to compensate the contractor for this work. The price for this extra was negotiated and is based on actual costs submitted by the contractor similar to force account records and verified by county inspection personnel.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its July 29, 2004, meeting, and are now recommended for approval by the State Administrative Board on August 3, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 81.55%; Wayne County, 18.45%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48122.

242. **Extra 2004 - 54**

Control Section/Job Number:	80071-48547A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Northern Construction Services, Corp. P. O. Box 1299 Niles, MI 49120-1299	
Designed By:	MDOT	
Engineer's Estimate:	\$2,343,906.75	

Description of Project:

1.36 mi of hot mix asphalt reconstruction and widening, curb and gutter, storm sewer, watermain and signal replacement on M-51 from south of Mills Street to north of Parkhurst Drive in the village of Decatur, Decatur Township, Van Buren County.

Administrative Board Approval Date:	March 4, 2003	
Contract Date:	April 1, 2003	
Original Contract Amount:	\$2,008,516.18	
Total of Overruns/Changes (Approved to Date):	(253,034.85)	- 12.60%
Total of Extras/Adjustments (Approved to Date):	198,869.69	+ 9.90%
Total of Negative Adjustments (Approved to Date):	(74,400.00)	- 3.70%
THIS REQUEST	<u>11,248.20</u>	<u>+ 0.56%</u>
Revised Total	<u>\$1,891,199.22</u>	- 5.84%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.40% under the original budget for an **Authorized to Date Amount** of \$1,879,951.02.

Approval of this extra will place the authorized status of the contract 5.84% or \$117,316.96 under the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004-35	3, 4, 5, 7, 8 r.1, 9 r.6	\$211,195.53	06/01/04

Contract Modification Number(s): 15 r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 15

Drainage Resolution, Tri-County Headstart	4,416.060 Dlr @ \$1.00/Dlr	\$4,416.06
Drainage Resolution, 750+00 rt	1,369.220 Dlr @ \$1.00/Dlr	1,369.22
Drainage Resolution 746+50 rt	1,495.380 Dlr @ \$1.00/Dlr	1,495.38
Drainage Resolution 750+90 rt	2,589.900 Dlr @ \$1.00/Dlr	2,589.90
Drainage Resolution 751+00 lt	1,377.640 Dlr @ \$1.00/Dlr	<u>1,377.64</u>
Total		<u>\$11,248.20</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 15

The new roadway was designed to be constructed at a higher elevation than the existing pavement. When the new pavement was constructed, water flowed away from the pavement, but tended to pond on the sidewalk in several areas. All extras in CM 15 were created to compensate the contractor for correcting this problem at individual locations. The price for this extra is based on actual costs submitted by the contractor similar to force account records and verified by MDOT inspection personnel.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.
Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project which should reach its intended service life. For a more detailed explanation, please see individual explanations above.
Funding Source: FHWA, 73.61%; State Restricted Trunkline, 15.61; Agency A-Decatur Reg Participation, 1.49%; Agency B-Decatur Betterment, 9.29%
Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.
Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
New Project Identification: This is an existing project already under contract.
Zip Code: 49045.

243. **Extra 2004 - 55**

Control Section/Job Number:	82122-45705A	MDOT Project
State Administrative Board -	Contract Modifications 11 r.1, 12 r.1 and 17 r.3 each contain an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Township, MI 48315	
Designed By:	Consultant	
Engineer's Estimate:	\$58,798,591.39	

Description of Project:

4.94 mi of road reconstruction on I-96, US-24 (two locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the city of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	759,699.44	+ 1.28%
Total of Extras/Adjustments (Approved to Date):	404,131.89	+ 0.68%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>458,943.85</u>	<u>+ 0.77%</u>
Revised Total	<u>\$61,202,866.03</u>	+ 2.73%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.96% over the original budget for an **Authorized to Date Amount** of \$60,743,922.18.

Approval of this extra will place the authorized status of the contract 2.73% or \$1,622,775.18 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 11 r.1, 12 r.1, 17 r.3

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 11

Water Main, Concrete Encasement, 24"	285.000 Ft @ \$632.61/Ft	<u>\$180,293.85</u>
Total		<u>\$180,293.85</u>

CM 12

Post, Wood, 4" by 6", Direct Embedment,	8,825.000 Ft @ \$17.00/Ft	<u>\$150,025.00</u>
Temp		
Total		<u>\$150,025.00</u>

CM 17

Conc, Pavt, Misc, Reinf, 9 Inch	3,500.000 Syd @ \$36.75/Syd	<u>\$128,625.00</u>
Total		<u>\$128,625.00</u>

Grand Total

\$458,943.85

Reason(s) for Extra(s)/Adjustment(s):

CM 11

Originally, the 24" watermain was designed without a concrete enclosure. The pipe belongs to the Detroit Water and Sewage Department (DWSD) and they would not issue a permit to work on their pipe until our design matched their requirements. Adding the extra Water Main, Concrete Encasement, 24" was the only way to assure DWSD that the 24" watermain was properly restrained and protected. The price was negotiated with the contractor and is reasonable when compared to similar work on other MDOT projects.

CM 12

The contractor proposed placing 4 inch by 6 inch direct bury posts for all temporary traffic control/detour signs, in lieu of what was specified in the plans. The contractor also agreed to repair or replace all posts and signs that were damaged during construction at no additional cost to MDOT. This extra is offset by a reduction in the bid items Post, Wood, 4 inch by 6 inch and Post, Wood, 6 inch by 8 inch of \$176,500 for a net savings of \$26,475. The price was negotiated with the contractor and is reasonable when compared to MDOT's AUP.

CM 17

MDOT standard Plan R-24-C requires that all intersections use reinforced concrete regardless of the type of approach pavement used. The extra Conc Pavt, Misc, Reinf, 9 inch was added to compensate the contractor for installing reinforced concrete pavement at all intersections along the service drive. The original bid item Conc Pavt, Misc, Nonreinf, 9 inch was reduced by \$126,000 for a net increase of \$2,625. The price for this extra was negotiated with the contractor and is reasonable when compared to MDOT's AUP.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48223, 48239.

OVERRUNS

244. **Overrun 2004 - 34**

Control Section/Job Number: 27023-58495A MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Enviro Products, Inc.
1431 Rensen Street, Suite A
Lansing, MI 48910-3657

Designed By: MDOT
Engineer's Estimate: \$134,037.37

Description of Project:

64.314 mi of non-freeway sign upgrading on US-2 from the state line to the west Iron County line in the cities of Ironwood, Bessemer, and Wakefield, Ironwood, Bessemer, Wakefield, Marenisco, and Watersmeet Townships, Gogebic County.

Administrative Board Approval Date:	November 19, 2002	
Contract Date:	January 13, 2003	
Original Contract Amount:	\$143,477.80	
Total of Overruns/Changes (Approved to Date):	14,347.78	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>25,490.92</u>	+ <u>17.77%</u>
Revised Total	<u>\$183,316.50</u>	+ 27.77%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$157,825.58.

Approval of this overrun will place the authorized status of the contract 27.77% or \$39,838.70 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Post, Wood, 4 inch by 6 inch	752.943 ft @ \$20.00/ft	\$15,058.85
Post, Wood, 4 inch by 6 inch, Direct Embedment	652.004 ft @ \$16.00/ft	<u>10,432.07</u>
Total		<u>\$25,490.92</u>

Reason(s) for Overrun(s):

This is a sign upgrade project. During scoping, the designer assumed that the wood posts in the field could be reused. Once the project began, it was discovered that a substantial amount of the wood posts were in poor condition and could not be salvaged. Purchase and installation of new posts was required.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its July 29, 2004, meeting, and is now recommended for approval by the State Administrative Board on August 3, 2004.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 99.72%; State Restricted Trunkline, 0.28%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49936, 49947, 49968, 49911, 49938.

245. Overrun 2004 - 35

Control Section/Job Number:	63101-60109	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Scodeller Construction, Inc. P.O. Box 448 South Lyon, MI 48178	
Designed By:	MDOT	
Engineer's Estimate:	\$960,987.93	

Description of Project:

21.37 mi of concrete pavement repair on I-696 from I-275 to Franklin Road, and on I-75 from South Boulevard to M-15 in the city of Southfield, in Farmington Hills, Auburn Hills, and Independence Townships, Oakland County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	July 7, 2003	
Original Contract Amount:	\$902,771.93	
Total of Overruns/Changes (Approved to Date):	90,277.19	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	42,342.04	+ 4.69%
THIS REQUEST	<u>182,158.46</u>	+ <u>20.18%</u>
Revised Total	<u>\$1,217,549.62</u>	+ 34.87%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.69% over the original budget for an **Authorized to Date Amount** of \$1,035,391.16.

Approval of this overrun will place the authorized status of the contract 34.87% or \$314,777.69 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Repr, Reinf Conc, 11 Inch	1,314.224 Syd @ \$83.00/Syd	\$109,080.59
Pavt Repr, Conc, Moving from Repr to Repr	7,500.00 Ea @ \$1.00/Ea	7,500.00
Resawing and Sealing Longit Pavt Joints	73,683.000 Ft @ \$0.89/Ft	<u>65,577.87</u>
Total		<u>\$182,158.46</u>

Reason(s) for Overrun(s):

On one end of the I-75 portion of the project it was decided that partial depth concrete joint repairs, shown on the plans, had a high probability of early failure. The pavement fix was switched to full depth repairs, which increased the quantity of Pavt Repr, Reinf Conc, 11 Inch and in this area reduced the amount of partial depth repairs. When full depth repairs are done, the contractor is compensated for moving from one repair to the next (Pavt Repr, Conc, Moving from Repr to Repr); they are not compensated for this movement in partial depth repairs.

In the I-696 portion of the project, a design error was made when calculating the amount of Resawing and Sealing Longit Pavt Joints. Although the center line was estimated correctly, the amount of work needed to saw and reseal the joints between the shoulder and the pavement was inadvertently omitted.

All of these items exist in the original contract; prices were calculated using contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its July 29, 2004, meeting, and is now recommended for approval by the State Administrative Board on August 3, 2004.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48331, 48334, 48346, 48326, 48304.

246. **Overrun 2004 - 36**

Control Section/Job Number: 18012-72426A Local Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Bernie Johnson Trucking, Inc.
P O Box 205
Leroy, MI 49655

Designed By: Consultant
Engineer's Estimate: \$498,350.25

Description of Project:

1.47 mi of roadway grading, including peat excavation, swamp backfill, subbase, aggregate base, drainage improvements, and turf establishment on Eight Point Lake Road from Partridge Avenue easterly to Cook Avenue in Garfield Township, Clare County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	July 3, 2003	
Original Contract Amount:	\$407,103.70	
Total of Overruns/Changes (Approved to Date):	40,710.37	+ 10.00 %
Total of Extras/Adjustments (Approved to Date):	4,300.00	+ 1.06 %
THIS REQUEST	<u>14,496.54</u>	+ <u>3.56 %</u>
Revised Total	<u>\$466,610.61</u>	+ 14.62 %

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.06% over the original budget for an **Authorized to Date Amount** of \$452,114.07.

Approval of this overrun will place the authorized status of the contract 14.62% or \$59,506.91 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Backfill, Swamp	2199.973 Cyd @ \$4.50/Cyd	\$9,899.88
Excavation, Peat	957.638 Cyd @ \$4.80/Cyd	<u>4,596.66</u>
Total		<u>\$14,496.54</u>

Reason(s) for Overrun(s):

Once work began on peat excavation, it was discovered that the depth of the peat extended much deeper than expected. The item Excavation, Peat had to be increased accordingly, as well as the item Backfill, Swamp to fill in the removed material.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its July 29, 2004, meeting, and is now recommended for approval by the State Administrative Board on August 3, 2004.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; Clare County, 20%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

Zip Codes: 48632.

247. Overrun 2004 - 37

Control Section/Job Number: 43022-54664A MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Bernie Johnson Trucking, Inc.
P O Box 205
Leroy, MI 49655

Designed By: MDOT
Engineer's Estimate: \$167,511.65

Description of Project:

Concrete box culvert replacements on US-10 east of Forman Road at two locations, in Yates and Cherry Valley Townships, Lake County.

Administrative Board Approval Date:	June 4, 2002	
Contract Date:	June 7, 2002	
Original Contract Amount:	\$233,678.67	
Total of Overruns/Changes (Approved to Date):	23,367.87	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	7,053.60	+ 3.02%
THIS REQUEST	<u>6,942.11</u>	+ <u>2.97%</u>
Revised Total	<u>\$271,042.25</u>	+ 15.99%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.02% over the original budget for an **Authorized to Date Amount** of \$264,100.14.

Approval of this overrun will place the authorized status of the contract 15.99% or \$37,363.58 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Turf Establishment – Seed	186.185 m2 @ \$6.00/m2	\$1,117.11
Bit Mixture, 4C	50.000 t @ \$116.50/t	<u>5,825.00</u>
Total		<u>\$6,942.11</u>

Reason(s) for Overrun(s):

During this project there was a large amount of rain, which caused the roadside to wash out at different times. Additional Turf Establishment, Seed was needed to reestablish the roadside after the washouts.

Two box culverts were replaced during this project. They were replaced in a staged method to allow traffic to use the existing road during construction. During this process, the new cross slope of the roadway had to meet the existing cross slope in several places. The plans called for the new cross slope to be placed at a 1½ percent slope while the existing roadway had a slope of approximately 3 percent. This created a washboard effect where the two cross slopes met. To correct this problem, additional Bit Mixture, 4C was used to equalize the slopes.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its July 29, 2004, meeting, and is now recommended for approval by the State Administrative Board on August 3, 2004.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 81.85%; State Restricted Trunkline, 18.15%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

New Project Identification: This is an existing project already under contract.

Zip Codes: 49642.

248. **Contract Termination 2004 - 1**

Control Section/Job Number: 41131-74581A MDOT Project

State Administrative Board - The cost of termination exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - The cost of termination does not exceed the 10% Ad Board limit for reviewing extras. Does not meet criteria.

Contractor: Icarus Industrial Painting & Contracting
415 Westchester Lane
Valparaiso, IN 46385

Designed By: MDOT

Engineer's Estimate: \$1,042,784.91

Description of Project:

Partial cleaning and coating of eleven bridges on US-131, I-94, I-196, I-496, and M-11 in the cities of Grandville, Grand Rapids, Lansing, and St. Joseph in Hagar, Holland, and Lincoln Townships, Berrien, Ingham, Kent, and Ottawa Counties.

Administrative Board Approval Date:	August 19, 2003	
Contract Date:	September 3, 2003	
Original Contract Amount:	\$763,000.00	
Total of Overruns/Changes (Approved to Date):	(713,000.00)	- 93.45%
Total of Extras/Adjustments (Approved to Date):	42,683.41	+ 5.59%
THIS REQUEST	<u>25,538.12</u>	<u>+ 3.35%</u>
Revised Total	<u>\$118,221.53</u>	- 84.51%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 87.86% under the original budget for an **Authorized to Date Amount** of \$92,683.41.

Approval of this extra will place the authorized status of the contract 84.51% or \$644,778.47 under the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 5 r.1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 5 r.1

Termination Costs - Icarus	25,538.120 Dlr @ \$1.00/Dlr	<u>\$25,538.12</u>
Total		<u>\$25,538.12</u>

Reason(s) for Extra(s)/Adjustment(s):

This project was scheduled to clean and repaint 11 bridges.

Historically, it has been very difficult for MDOT to schedule the bridges for needed maintenance work in a cost-effective manner, due to the amount of train traffic. When MDOT learned that CSX railroad planned to shut down the trains to perform needed track work, the decision was made to coordinate with the CSX track closures and schedule the needed cleaning and painting of these structures.

MDOT met with CSX several times, and at each of these meetings the railroad company indicated there would be curfews, and even stated specific times and dates. They also indicated that these dates were tentative and subject to change. MDOT let the cleaning/painting project based on the times and dates given by CSX, and stated in the contract that these times and dates were subject to change.

Soon after the project was let, the railroad changed their mind and rescinded all previously discussed curfews due to CSX budgetary constraints. Although MDOT had included a section in the contract cautioning the contractor that the times given were subject to change, the total non-availability of the dates made the contract unviable, and MDOT was forced to cancel the project after the contractor had incurred expenses.

Although there was a verbal agreement with CSX establishing the curfews, no written agreement was ever entered into. This situation was discussed with the Attorney General's office and we were informed that there was no legal recourse against the railroad.

CM 5

The 1993 Standard Specifications for Construction, a part of the contract, allows MDOT to terminate a contract, in which case the contractor is entitled to be paid for the work already performed and for costs incurred by the contractor that would not otherwise be recovered due to termination. The final payments needed to reimburse the prime contractor, Icarus, for all remaining labor costs, overhead costs, and miscellaneous expenses incurred prior to the termination of the contract and not related to mobilization are covered in the extra item "Termination Costs Icarus." Although this item is not an extra, it was created as an extra because it is one of only three ways to make payment to a contractor in MDOT's current financial system. All items covered in this termination agreement/extra are documented in the project files and costs were arrived at using procedures outlined in Sections 108.13 and 109.05 of the 2003 Interim Standard Specifications for Construction.

This Termination/Extra is recommended for approval by the State Administrative Board.

Purpose/Business Case: This contract termination was due to the lack of available time for the painting to take place.

Benefit: The lack of availability of time with no trains made this contract unviable.

Funding Source: State Restricted Trunklines, 100%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract.

Risk Assessment: The additional costs of this contract, if continued under current conditions, would not have been cost effective.

Cost Reduction: Costs for the project termination are based on sections 108.13 and 109.05 of the 2003 Interim Standard Specifications for Construction.

New Project Identification: This is an existing project already under contract.

Zip Code: 48909, 49085, 49418, 49423, 49424, 49503.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SUPPLEMENTAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: July 28, 2004 – North Central Conference Room,
4th Floor, Treasury Building, 3:30 PM
State Administrative Board Meeting: August 3, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

EXTRAS

1. **Extra 2004 - 56**

Control Section/Job Number:	82457-58885A	Local Agency Project
State Administrative Board -	This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras. This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project has an individual extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras. This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	DeAngelis Landscape, Inc. 22425 Van Horn Road Woodhaven, MI 48183	
Designed By:	Consultant	
Engineer's Estimate:	\$9,511,562.00	
Description of Project:	3.6 km of bituminous resurfacing, concrete pavement reconstruction, bridge replacement, culvert replacement, drainage structures, adjusting of drainage structures, and watermain lowering on Pennsylvania Road from Allen Street to Fort Street in Wayne County.	

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	January 9, 2004	
Original Contract Amount:	\$6,559,181.99	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	11,445.20	+ 0.17%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
Increases/Decreases on submitted CM (To be Approved):	(2,174,262.69)	- 33.15 %
THIS REQUEST	<u>2,157,244.46</u>	<u>+ 32.89%</u>
Revised Total	<u>\$6,553,608.96</u>	- 0.09%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.17% over the original budget for an **Authorized to Date Amount** of \$6,570,627.19.

Approval of this extra will place the authorized status of the contract 0.09% or \$5,573.03 under the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3 r. 5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3

CONCRETE PAVEMENT WITH ISC-3, NON-REINF, 254mm	62,302.000 m2 @ \$33.544/m2	\$2,089,858.29
CONCRETE PAVEMENT WITH ISC-3, NON REINF, 254mm, GAPPING	4,100.000 m2 @ \$0.2164/m2	887.24
CONCRETE BASE COURSE WITH ISC-4, NON-REINF, 254mm	1,588.000 m2 @ \$41.8759/m2	<u>66,498.93</u>
Total		<u>\$2,157,244.46</u>

Reason(s) for Extra(s)/Adjustment(s):

All of the items on CM 3 are the result of the Wayne County Road Commission deciding, after the contract was let and awarded, that a 254mm non-reinforced concrete pavement fit their overall needs better than the 240mm reinforced pavement specified in the contract. The unit cost of the extras CONCRETE PAVEMENT WITH ISC-3, NON-REINF, 254mm; CONCRETE PAVEMENT WITH ISC-3, NON-REINF, 254mm, GAPPING; and CONCRETE BASE COURSE WITH ISC-4, NON-REINF, 254mm each exactly match the unit cost of the corresponding reinforced concrete bid item, for a net change in cost of zero. To keep the overall depth of the cross-section the same, the aggregate base course thickness was reduced the same 14mm that the concrete pavement was increased. This change reduced the cost of the aggregate base by \$10,434. By changing to a non-reinforced concrete, the standards indicate that the joint spacing is reduced from 8 meters to 4.5 meters. This change almost doubles the number of joints. The County negotiated into this contract modification that the contractor will be paid

for only half of the joints installed. This actually reduced the overall cost of contraction joints by \$17,016.23. An overall cost savings related to this change in pavement is \$27,452.23. The price of these changes was negotiated with the contractor and is fair when all changes within this contract modification are compared to MDOT's average unit prices.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its July 29, 2004 meeting, and are now recommended for approval by the State Administrative Board on August 3, 2004.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

Funding Source: FHWA, 80.63%; Wayne County, 19.37%

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

New Project Identification: This is an existing project already under contract.

Zip Code: 48192, 48195.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Special T&NR Meeting: August 3, 2004 – 1921 Department of Conservation Room,
7th Floor, Mason Building, 10:50 AM
State Administrative Board Meeting: August 3, 2004 - 1921 Department of Conservation Room,
7th Floor, Mason Building, 11:00 AM

CONTRACTS

1. *HIGHWAYS - Integrated Surveillance System

Contract (2004-0333) between MDOT and Mobility Technologies, Inc., will provide for the installation, operation, and maintenance of traffic monitoring equipment in the metropolitan Detroit area. The information gathered will be made available for use by MDOT, including information that will be useful for MDOT's Intelligent Transportation System at the Michigan Intelligent Transportation System Center. The project is made available through the Intelligent Transportation Infrastructure Program created by Section 5117(b)(3) of the Transportation Equity Act for the 21st Century (TEA-21). The Mobility Technologies, Inc., team was selected by the United States Department of Transportation (USDOT) for this competitively bid contract. The maximum federal funding is \$2,000,000 (80 percent); the remaining \$500,000 (20 percent) will be provided by Mobility Technologies, Inc.; there are no state funds. The contract provides for Mobility Technologies, Inc., to reinvest in the project a portion of its revenue received (according to a Federal Highway Administration formula and outlined in their contract) from the sale or marketing of information obtained from the operation of the deployed project in the metropolitan Detroit area. The contract will be in effect from the date of award until deactivated by agreement of the parties or until terminated (to allow for continued reinvestment). The total contract amount will be \$2,500,000. Source of Funds: 80% Federal Highway Administration Funds (TEA-21) and 20% Mobility Technologies, Inc., Funds.

Purpose/Business Case: The project includes the installation, operation, and maintenance of traffic monitoring equipment in the metropolitan Detroit area for gathering information that will be made available for use by MDOT's Intelligent Transportation System at the Michigan Intelligent Transportation System Center. This contract defines the responsibilities to ensure that MDOT has access to all data made available through the project.

Benefit: This project will install traffic monitoring devices at many locations in the metropolitan Detroit area that are currently not covered by MDOT's existing system. This will give MDOT and the traveling public more accurate information on which to make travel decisions.

Funding Source: 80% Federal Highway Administration Funds and 20% Mobility Technologies, Inc., Funds

Commitment Level: The state has no commitment for funding.

Risk Assessment: Not executing the contract would result in loss of the benefit.

Cost Reduction: Procurement of this project was coordinated by the USDOT.

New Project Identification: This is new work.

Zip Code: Various locations in the metropolitan Detroit area.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff
Director